

862

Old Dartmouth

WHALING
MUSEUM
LIBRARY

Historical Society

Charles L. F. Brion's Journal;
bought in Oahu, one of the
Society Islands May 14th 1844



Wednesday, May 15 1844:—Commences with calms; lying at Holmes Hole Harbour; at 10 A. M. took the anchors and made sail. At meridian off the West Chop Light House with a light air of wind from the westward.

Thursday May 16:—Commences with light winds from the West; at 6 P. M. came to anchor in Meneasha bite. At 11 P. M. got under way. At 6 A. M. the Pilot left, weather foggy. At 11 A. M. weathered Noeman land; wind S. S. W. heading S. E. Long by Chron at 4 P. M. 70 = 46 W.

Friday May 17:—Fore part light winds and thick fog; at 4 P. M. tacked to the West; at 6 P. M. tacked to the South, wind S. S. W. at 2 A. M. wind hauled to the south:—tacked to the W. Middle part calms and heavy thunder. Latter part strong winds from the N. steering S. Thick hazy weather. — Lat by D. R. 39 = 55 N. Long by Chronometer 70 = 45 West.

Saturday May 18:—Commences with strong N. E. winds, steering S. At 4 P. M. reefed the top-sails, at night set them whole and the main to-gallant sail. Middle part moderate and foggy. Latter part fresh winds and thick weather; steering S. by E. A ship in sight, saw some blackfish, but did not lower as they were going quite fast. Lat. by D. R. 38 = 17 N. Long. by Chro. 71 = 38 W.

Sunday May 19:—First part light winds and thick weather. Middle part strong winds. Latter light winds and fine weather. — Lat. 37 = 41 N. Long. 69 = 08 W.

Monday May 20:—First part light winds and fine weather.

Remarks on board Ship Pocahontas on a whaling
middle part the same. At 1 P. M. backed to the westward, wind S.
Latter strong gales. All hands employed setting up rigging and
taking in sail; wore ship to the eastward. Thick rainy weather.

Tuesday May 21:—Commences with strong gales and squally.
Employed setting up rigging. At 4 P. M. wore ship and set the
fore and Mizzen top-sails doubled reefed. At 10 P. M. took them
in, blowing heavy. Latter strong gales.—Lat. 37-30 N.

Wednesday May 22:—First part strong gales from S. S. W. head-
ing S. E. under close reefed main and foretop sails. Middle part
the same. At 7 A. M. set the fore and M top-sails; at 9 set main-
sail and gibb.—Lat. 36-25 N. Long. 65-59 W.

Thursday May 23:—First part strong winds from S. W. At 4 P. M.
set whole top-sails. Saw a large ship steering E. N. E. Middle and
latter light winds and fine weather. All hands employed trim-
ming up rigging and getting the cutting Benolints aloft.
saw several ships.—Lat. 35-08 N.—Long. by Chron. 74-12 W. Dist. 74-08 W.

Friday May 24:—First part light airs from the westward, heading
S. S. E. At 7 P. M. squared the yards and steered E. Middle part
the same. Latter wind N. E. steering E. S. E. by the wind.—
saw one ship.—Lat. 34:14 N. Dist. Long. 63:44 W. Chron. 63:40 W.

Saturday May 25:—First part light winds from N. E. heading
E. S. E. Employed sending up the royal masts and main royal
yard. Middle and latter light winds and fine weather. sent
out the fly gibb boom and bent the sail.—Lat. 34-08 N.
Long. by Chron. 61-40 W. Dist. 61:40 W.

Sunday May 26:—Commences with fine pleasant breezes—
from N. N. E. steering E. At 4 P. M. the crew went off and ex-
ercised in the boats. Middle part the same. Latter wind W. steer-
ing E. N. E. Saw one brig.—Lat. 34:15 N. Long. 60:38 W.

Monday May 27:—Commences with fine pleasant weather
and a light breeze from the westward:—steering E. N. E. with all sail
set. Middle and latter part, strong winds and fine weather.—
Lat. 34:50 N.—Long. 58:40 W.

Tuesday May 28:—First part strong winds, still steering E. N. E.
A brig in sight steering the same course. Middle part

Voyage from Fairbury towards the Western Islands 1844.

light winds and pleasant. Latter fresh winds. steering E. by N.
Lat. 35:40 N. Long. 56:24 W.

Wednesday May 29:—First part strong westerly winds.
steering E. with all sail set. Middle and latter much the
same. Lat. 36-02 N Long. 53-35 W.

Thursday May 30:—Begins with strong W. S. W. winds, still
steering to the E. At 2 P.M. took in the fore and miz-
zen to gallant sails. Middle part the same. No obs.

Friday May 31:—Fore part, strong winds. At 2 P.M. doubled-
reefed the top sails. At night took in the fore and mizen,
top sails and luffed to headed to the south. At 2 P.M. wore
ship and took in fore sail. Latter more moderate, and made
sail. Lat. 36:58 N. Long. 48:50 W.

Saturday June 1:—First part fresh N. N. W. winds; steering
E. N. E. Employed setting up rigging. At night took in sail
and luffed to heading E. At daylight set all sail. At 7
A.M. steered S. E. Middle and latter pleasant breezes from
N. N. W. Lat. 36:56 N. Long. 47:40 W.

Sunday June 2:—Commences with a light wind, and plea-
sant weather. Steering S. At 5 P.M. lowered the boats and the
crew exercised themselves. At night shortened sail: steered
S. The remainder of the day fine weather. Lat. 35:16 N. Long. 46:45 W.

Monday June 3:—First fresh fresh winds from N. W. At 2 P.M.
took in light sails; at night took in all sail, heading N. E.
At daylight made all sail and steered N. E. At 9 A.M. spoke
a Dutch Barque did not understand her name. Latter raining.

Tuesday June 4:—First part thick hazy weather, nothing in
sight. At night shortened sail, wind E. S. E. heading N. E. At day-
light set all sail At 6 A.M. steered N. E. Latter pleasant. Lat.
36:06 N. Long. 46:20 W.

Wednesday June 5:—First part fine pleasant winds from S. W.
steering E. At night shortened sail. At daylight set all sail, and
steered N. E. Middle, raining. Latter clear. Lat. 36-10 N. Long. 44:11 W.

Thursday June 6:—First part light winds from N. E. heading
E. S. E. by the wind. At night doubled reefed the top sails. Middle part

rainy. Latter clear and calm. Lat. 36:00 N Long. 43:53 W

Friday June 7:—First part calms. At night doubled reefed the top-sails.— At daylight set all sail and steered E. At 9 A.M. saw blackfish lowered; caught nothing. Lat. 36:06 N Long. 42:24 W

Saturday June 8:—First part light airs of wind from the W steering E. At night doubled reefed and luffed to. At daylight steered E., thick hazy weather. Lat. 36:24 N Long. 40:30 W

Sunday June 9:—First part light winds from the westward. steering E. At night doubled the top-sails. At day light set all sail and steered E. Latter light winds and clear. Two Brigs in sight. Lat. 36:55 N Long. 39:30 W

Monday June 10:—First part light airs from the W steering E by S. At night shortened sail. At daylight set all sail. At 10 A.M. wind shifted to the eastward. Middle part thick and rainy. Lat. 36:49 N Long. 37:09 W

Tuesday June 11:—First part light airs from E. N. E. At night doubled reefed the top-sails. Middle part calms. Latter fine pleasant winds from S.W. steering E. N. E.; at 10 A.M. wind W. Nothing in sight. Lat. 37:04 N Long. 36:05 W

Wednesday June 12:—First part light airs from the W steering E. N. E. At night shortened sail. At daylight set all sail. Light winds and fine weather. Lat. 38:26 N Long. 34:45 W

Thursday June 13:—First part light airs from S.W. still steering eastward. At night took in the fore and main top-gallant sails.— At daylight set all sail with a light breeze from the south. steered in East. Lat. 39:02 N Long. 33:03 W

HOPE Friday June 14:—Commences with light airs and calms.—
23d Oct At night 2 P.M. spoke ship hope of St. Bedford. At night
Clear took in top-gallant sails. At daylight set all sail. saw nothing
Lat. 39 45 N Long. 36:32 W

Saturday June 15:—First part light airs of wind from S.E. heaving E. N. E. Saw Whalers lowered, caught none. At night doubled reefed the top-sails.— At daylight set all sail; and saw the Islands of Flores bearing S.E. saw several sails. Lat. 39:44 N Long. 31:48 W

Sunday June 16:—First part light airs and calms. At night double reefed the top sails, and caught a sun-fish. At daylight set all sail. Latter part calm; several ships in sight, and the Islands of Flores and Corvo. Lat. 40:00 N. Long. 31:50 W.

Monday June 17:—First part calms. At night a boat went 15 days out on board ship Condor of N. Bedford; shortened sail. At daylight set all sail and headed to the Eastward. Several sails in sight:—most of them merchantmen. Thus ends. Lat. 39:54 N. Long. 31:20 W.

Tuesday June 18:—First part light winds and fine weather. At 4 P.M. went on board ship Condor. Steered to the westward all night. At 9 A.M. saw Blackfish, lowered, and caught five. Thus ends Lat. 40:18 N.

Wednesday June 19:—First part light winds and fine weather, heading N.W. with all sail set. Employed clearing away 90 or 100 Blackfish. At night reefed the top-sails. At 1 A.M. took to Barrell to the S. At 6 A.M. saw a large Sperm Whale. lowered, and S. Whale struck him. The line caught foul and parted, saw no more of him. Lat. 40:30 N. Long. 32:16 W.

Thursday June 20:—First light winds and pleasant weather. Employed hauling out the Blackfish. At night shortened sail. Middle and latter part fresh winds from the westward. Steering E. S. E. Lat. 39:42 N. Long. 31:54 W.

Friday June 21:—First part strong winds. At 3 P.M. hauled up E. N. E. At night doubled reefed the top-sails. Several sails in sight. At 7 A.M. wore ship to S.W. At 10 A.M. took in the spanker and main sail. Latter strong winds. Lat. 40:19 N. Long. 31:29 W.

Saturday June 22:—First part strong winds, running through between Corvo and Flores under short sail. At 4 P.M. hauled out to the W.; at night took in sail; at daylight set all sail. Latter light airs and calms:—Flores bearing S.E. 30 miles. Lat 39:06 N. Long 31:32 W. (The above day is not right. Instead of being June 22 it ought to be June 23. I have marked the 22. however there is nothing of any importance that transpired on that day—so I will let it pass, all save the Lat. and Long.) Lat. 39:44 N. Long 30:48 W.

Monday June 24:—Commences with light winds and pleasant weather. At night doubled reefed: Flores bearing N.E. 40 miles. At 2 A.M. wore ship. Latter strong winds from N.W. and thick and hazy. At 11 A.M. saw Flores bearing E. 5 miles Lat. $39^{\circ}33'$ N Long $30^{\circ}50'$ W.

Tuesday June 25:—First part, strong winds; heading N.E. under doubled reefed top-sails and courses. At night took in main sail and gibb. At daylight set all sail and stood to the N.W. Latter part fine weather Corvo bearing E by N 10 miles. Lat. $39^{\circ}35'$ N.

Wednesday June 26:—First part light winds and pleasant weather. At 2 P.M. spoke ship Henry Clay, of N Bedford. At night shortened sail. At day light set doubled reefed top-sails. Latter more moderate. Lat. $40^{\circ}18'$ Long. $30^{\circ}45'$ W.

Thursday June 27:—First part fresh winds from N.W. steering in towards Corvo. At night a boat came off with some eggs and some vegetables. At sunset the Captain went aboard of the Barge Milton of Edgarton, Martha's Vineyard. Map. Middle part calm. Latter light airs and variable. Flores dist. 5 miles. Several ships about the Islands &c. Lat $39^{\circ}32'$ Long. $31^{\circ}00'$ W.

Friday June 28:—Begins with a pleasant breeze from N.W. Beating up to the southerly of Flores. At night shortened sail; 10 miles from the Island of Flores bearing N.E. At 1 A.M. wore ship to the N.E. Latter part fine pleasant winds, steering to the N. At 10 A.M. picked up a large spar, supposed to be the fore-mast of some large vessel. Lat. $39^{\circ}37'$ N Long. $31^{\circ}06'$ W.

Saturday June 29:—First part fine weather, Flores and Corvo in sight and 4 ships. At night shortened sail. At daylight set all sail. At 7 A.M. tacked to the South. Latter strong winds and cloudy. At 10 A.M. took in top-gallant sails. At 6 P.M.

Sunday June 30:—First part strong winds and squally. At 6

4 P.M. wind wind North; rising at night doubled reefed. Flores
20 miles distance bearing E. Latter part calm and clear. Saw
one ship. Lat 39:23 N Long. - 32:02 W

Monday July 1: - Commences with a light breeze from
the westward; steering to the North. At night shortened sail. - At
middle part the same. At daylight set all sail. At 7 A.M.
steered E. S. E. Saw several sails: - most of them Merchantmen
Lat - 40:11 N Long. - 31:22 W

Tuesday July 2: - Commences with a pleasant breeze from
the westward; heading S. E. At night shortened sail. At day-
light set all sail and steered down the passage between Flores
and Corvo. Saw several ships. Lat. - 39:37 N Long. - 30:08 W

Wednesday July 3: - First part light airs from N.W. steering
S. E. by E. At night shortened sail. Middle and latter light winds
and pleasant weather: - steering to the Eastward. At meridian saw
St. George and Graciosa. Lat 39:08 N Long. - 28 W

Thursday July 4: - First part light winds and
fine weather. At night doubled reefed and
came to anchor Graciosa, bearing S.W. 10
miles. At day-light set all sail. Latter fine weather heading N.
N. E. Lat 39:42 N Long. - by Chron. 27:09 W

Friday July 5: - First part fine pleasant weather. At night
doubled reefed, and put the Steward's waist boat on the cranes
At daylight set all sail and steered S. S. W. Latter fine plea-
sant weather. Lat. - 39:22 N Long. - 26:31 W

Saturday July 6: - First part strong
N.W. winds. - steering S. S. W. At 1 P.M. saw
Pereira. At night doubled reefed and
luffed to aback. Saw one ship and a steam boat. At day-
light made sail and spoke ship Hibernia of N.
Bedford. Latter close in circles St George and Pico

Hibernia;
22d out;
Calcutta 7

^{Peak} Pico:—The height above the level of the sea is (about 1172 ^{St. George.} English fathoms).

Sunday July 7:—First part fresh N.E. winds, working up between Gereira and St. George. At night doubled reefed the top sails and steered to the westward, Pico bearing N 15 miles. At day-light set all sail. Latter pleasant winds from N.E. Lat.—38:22 N. Chron.—Long.—39:21 W. Pico can be seen 25 or 26 leagues off.

Monday July 8:—Commences with fine weather and a light breeze from N.E. heading N.N.W. At night doubled reefed; saw one ship and a brig. At day light saw the Island of Flores:—light airs and fine weather. At meridian tacked in under Flores. Lat.—39:23 N. Long.—31:00 W.

Tuesday July 9:—First part light airs from S.E. At 5 P.M. the Captain went on shore and made a trade for recruiting the ship. Laying of and on all night. At 6 A.M. went in and took off the recruits; shipped 4 Portuguese and took a passenger for Fayal. &c.

Wednesday July 10:—First part light airs of wind and pleasant. getting of recruits. At night came to under Corvo. At 7 A.M. the Captain went on shore at Corvo with some oil and got a load of Potatoes and onions, and some fowls Lat.—39:40 Long.—30:37 W.

Thursday July 11:—Commences with light airs of wind S. S. E. working out to the southward. At night shortened sail, saw one ship. Middle and latter fine pleasant weather. Corvo in sight. Lat.—40:13 N.

Friday July 12:—First light airs and calms. At 2 P.M. saw blackfish, lowered caught 5. At night doubled reefed the top sails. At day light set all sail. Latter part rainy. Corvo bearing N. 50 miles Lat.—39:44 N.

Saturday July 13:—First, light airs of wind from S.E. Saw blackfish lowered and caught 3, finished boiling at night and reefed top sails. At day-light set all sail. Saw blackfish

lowered enough one Lat. 39: 12 North. Long. - 38: 55 W

Sunday July 14: - First part light airs and calms. At night doubled reefed the top-sails. At daylight set all sail; heading S. S. E. At 6 A. M. saw Fayal bearing S. E. Latter light airs and pleasant. Lat. 39: 05 N Long - 28: 58 W

Monday July 15: - Commences with light winds and fine pleasant weather. At night doubled reefed. Fayal bearing S. S. W. 35 miles. At daylight set all sail and stood in on at meridian in the north part of the passage

Tuesday July 16: - First part fresh winds. At 5 P. M. went on shore at Fayal and left one of our men that was sick by the name of Willis. At sunset returned to the ship. At A. M. the Capt. went on shore and disposed of some few barrels of blackfish oil. Latter laying off on the harbor.

Wednesday July 17: - First part light winds and fine weather; laying off the harbors of Fayal. At 4 P. M. the boat returned, left one Portuguese and shipped another in his place. At night took in top-gallant sails and came to anchor. At daylight At daylight set all sail and steered N. E. Several of the Islands in sight. Lat. - 38: 50 N Long. - 28: 10 W

Thursday July 18: - First part light winds from the W. steering N. E. At 2 P. M. spoke Brig Columbus. At night took in top-gallant sails and luffed to At daylight set all sail. At 8

Columbus J. Haydon, A. M. spoke ship Joseph Hayden of Bremen 2 mo. out; 25 d. out; Latter light airs and calms. No obs. Clear. Clear.

Friday July 19: - Fore part calm. Graciosa bearing N. 15 miles. At night took in top-gallant sails. At daylight set all sail and steered to the eastward. Latter part light airs. Graciosa still in sight saw several sails. Lat. 38: 25 N Long - 26: 42 W

Saturday July 20: - First part light airs from N. W. steering S. E. At night shortened sail and luffed to aback. Middle part thick hazy weather. Latter part saw St. Michael: - running down past the bay. Light winds and clear St. Michael bearing S. 6 miles. Lat. 38: 00 N Long. - 25: 10 W

Sunday July 21: - First part light airs from the west

L. Boat



M. Boat



steering E. S. E.:—the east end of St. Michael's bearing S, dist. 7 1/2 miles. At 4 o'clock saw sperm whales, lowered, struck and killed two. At 9 P. M. took them along side of the ship and made sail, steering N. E. by E. Middle part calms. Latter strong wind and a heavy swell. At day light began cutting. At 11 A. M. got the head off and the body in. At 7 A. M. spoke ship Rowce, of N. Proscoc, Bedford. Lat. 38-00

30 d. out
130 bbls.

Monday July 22:—First part strong winds and raining, a high sea running. At 1 P. M. began cutting bil- ing. At 4 P. M. blowing strong; broke two hooks and gave up cut- ting. Middle and latter more moderate. At day light began cutting again. At noon finished cutting the body. No obs St. Mi- chael's bearing W. 40 miles

Tuesday July 23:—First part strong winds and a high sea attended with rain. At 4 P. M. got the case boiled, and one of the junks on deck, took in sail. Middle and latter more moderate. At 8 A. M. took in the other head, boiled the case. St. M. in sight. Lat. 37-46 N.

Wednesday July 24:—First part light airs of wind and pleasant, still lying under short sail, boiling, coopersing; the lum still in sight. Middle part clear and fine weather. Latter steer- ing towards the land under short sail. All hands employed stowing oil between decks. Lat. 31-44 N. Long. 24-22 W.

Thursday July 25:—First part light winds from the N. headed to the westward; at dark the Island of St. M. bearing W. dist 20 miles. At 4 P. M. finished foiling the body and comman- ed on the head. Middle and latter part fine pleasant weath- er. At 8 A. M. made sail and steered N. by W. Lat 35-00 N. Long. 25-00 W.

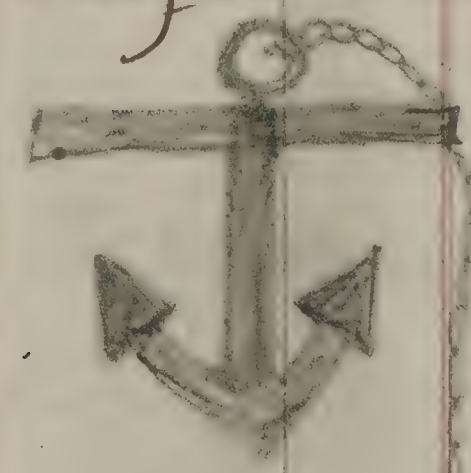
Friday July 26:—First part fine pleasant breezes from S. S. E. steering to the N. At 4 P. M. finished boiling. The oil turned up on deck 212 bbls. At night steered S. W. by W. Middle

and latter light winds and thick weather. All hands employed setting up shooks to put sails and bread in. —
Lat. 38-19 N Long. — 26:58 W

Saturday July 27 — First part fresh S.W. winds heading N.W. by W. At 9 P.M. saw land the west end of Socorro. At daylight saw St. George and Pico. Latter part all hands employed starting water (fresh water) to put oil in. Lat 38:11 N

Sunday July 28 — First part light wind from the W. — heading to the south. At night finished starting oil and tacked ship; heading to the N. Michelle and latter part calm. Pico bearing N.N.W. 20 miles. Lat. — 38:10 N Long. — 27:49 W

Monday July 29 — First part calm. At 5 P.M. saw blackfish, towed, without success. Took a breeze from the N.E. and steered N.W. by N. Michelle and latter part calm, employed (all hands) getting the oil ready to put on shore. Pico bearing S.W. 15 miles



Tuesday July 30 — First part calm. At 1 P.M. took a breeze from the north. At 1 P.M. got the anchors and chains ready for anchoring the ship. At 5 P.M. came to anchor in the port of Pico. Michelle and latter strong N.E. winds — employed getting oil on shore (197 bbls and 29 gallons).

Wednesday July 31 — Commences with fresh N.E. winds. At 2 P.M. the lighter took the remainder of the oil. At 6 P.M. took the anchor (with all hands on board) and steered out the south passage. Michelle and latter fine pleasant winds from the eastward. Lat. — 37:46 N Long. — 28:13 W

Thursday Aug. 1 — First part light easterly winds heading on the weather deck. At night took in D.G. sails. At daylight set all sail, wind from the eastward; heading S.E. — Lat. — 26:33 S. Long. — 27:01 W

Friday Aug. 2 — First part light winds from E.N.E. heading S.E. At night took in the light sails. Michelle and latter light winds and fine weather; heading to the eastward. Lat. — 26:05 S Long. — 26:24 W

Saturday Aug. 3:—First part light winds from the south. At 6 P.M. squared the yards and steered south: set whole watches. Middle part the same. Latter calms and very warm
Lat. 33° 02' N. Long. 24° 46' W.

Saturday Aug. 4:—Commences with calms, nothing in sight. Middle and latter light airs from S. S. W. heading S. E. by S. Lat. 34° 32' N. Long. 23° 25' W.

Monday Aug. 5:—First part light airs from S. S. W. Middle part calms. Latter part light S. W. winds. All hands employed trimming up the main rigging. Lat. 33° 40' N. Longitude 22° 20' West.

Tuesday Aug. 6:—Commences with light airs from the north, steering S. by W. Middle and latter light airs and calms. Employed in ships duty painting the waist boat. Lat. 33° 02' North Long. 22° 20' W.

Wednesday Aug. 7:—First part light winds from S. S. E. steering S. by W. with all sail drawing. Middle and latter fresh attended with light spirits. saw one sail. Lat. 35° 05' N. Long. 21° 38' W.

Thursday Aug. 8:—First part fresh N. E. trades. Steering S. by W. with all sail set. Middle and latter the same. Employed repairing and painting the waist boat. Lat. 27° 41' N. Long. 21° 20' W.

Friday Aug. 9:—First part strong N. E. trade winds, steering S. At 5 P. M. took in M. S. G. sail and J. Gibb. At 7 took in the spancher and reefed the M. S. sail. Middle part more moderate set all sail; repaired the starboard boat and painted it.—
Lat. 24° 38' N. Long. 20° 26' W.

Saturday Aug. 10:—First part fresh N. E. trades. At night shortened sail and set 4 watches. Middle and latter more moderate. Lat. 23° 12' N. Long. 19° 00' W.

Sunday Aug. 11:—Commences with fresh N. E. winds. At 2 P. M. hauled up S. E. At night doubled reefed and wore ship headed to the N. W. At daylight set whole top-sails and steered S. E. by E. Middle and latter strong winds. Lat. 22° 07' North Long. 19° 12' West.

Monday Aug. 12:—First part strong N. E. trade winds

Steering S. by E. At 4 P. M. doubled reefed. At night furl'd gill and
mainsail and steered S. W. by W. middle and latter the same. At
7 A. M. set whole main top-sail. Lat. $19^{\circ} 57' N$ Long. $20^{\circ} 15' W$

Tuesday Aug 13: First part strong N. E. trades; steering S. by
W. with whole top-sails set. Middle and latter more moderate
set all sail. thick cloudy weather Lat $17^{\circ} 52' N$ Long. $21^{\circ} 15' W$

Wednesday Aug 14: First part light winds from N. E.
steering S. by W. At night set whole watches. Middle and light airs,
and variable sprits of rain. Lat. $16^{\circ} 57' N$ Long. $21^{\circ} 48' W$

Thursday Aug 15: First part light airs of wind from N. E.
steering S. W. by W. Middle and latter light airs and calms. At day-
light saw the Island of Bonnavesta one of the Cape De Verde. Dist 20
miles Lat. $15^{\circ} 57' N$ Long. $22^{\circ} 39' W$

Friday Aug 16: First part light airs
of wind from N. E. Steering S. W. At day
light saw the Island of Mayo. Middle
calms and rain. Latter clear and a light breeze from N. E. saw
the Island of St Jago. Latter steering for St Jago. Lat. $15^{\circ} 03' N$ Long. $23^{\circ} 30' W$

Saturday Aug 17: First part light airs
and calms. Saw 3 schooner and one ship. At
night the south point of St Jago bearing
west by north half north by compass, Dist 10 miles. At 1 P. M. luffed to
aback 2 miles from the point. At 7 A. M. the Capt went on shore at Port
Praya At St Jago ship Gov. Troop 2 months out; clean. Ship Amethyst
2 months out, 10 bbls.

Sunday Aug. 18: At 2 P. M. had
a heavy squall reefed the top-
sails. At 3 let them out again got
St. Jago bearing N. Dist. 5 miles. close in to land bent the chain
got the anchor of the bow, calms. At 4 P. M. boat returned took a
breeze and steered S. by E. Middle and latter the same. Lat. $13^{\circ} 21' N$ Long. $23^{\circ} 00' W$

Monday Aug. 19: First part light breezes
from N. E. Steering S. saw a ship steering
S. by W. Middle and latter wind N. and very
light staking in and stowing the anchors. Lat. $12^{\circ} 00' N$ Long. $22^{\circ} 30' W$

Tuesday Aug. 20:—First part light northerly winds steering S. by E. Middle and latter light airs and variable saw blackfish lowered, but with no success. Lat. 16:48 Long. 22:30 W.

Wednesday Aug 21:—First part calms and rainy. Middle part wind south heading West. At 8 P.M. tacked to the S.E. Middle squally and rainy. Latter saw blackfish, lowered, got one, and stove a boat

Thursday Aug 22:—First part light winds from the south. Employed repairing the boat &c. At 4 P.M. tacked to the S.E. Middle and latter light winds and variable, raining Lat. 16:12 N. Long. 21:00 W. by D.R.

Chiberia
of
Liverpool.

Friday Aug 23:—First part fresh winds from S.W. heading S.S.E. thick and rainy. Middle and latter strong winds from the S. saw two schooners; spoke one bound to Liverpool England. Lat. 09:29 N. Long. 18:56 W.

Saturday Aug 24:—First part fresh south winds, at 1 P.M. tacked to the West; at 11 tacked to the S.E. Middle part light S.S.W. winds, heading S.E. Latter unbent the main top sail and bent a new one Lat. 8:48 N. Long. 18:23 W.

Sunday Aug 25:—First part light airs from S.S.W. fine pleasant weather, heading S.E. employed repairing the main top-sail. Middle and latter fresh winds and cloudy. Lat. 07:20 N. Long. 17:11 W.

Monday Aug 26:—First part fresh winds and squally at 5 P.M. took in the top gallant sails; heading S by E. Middle and latter squally and rainy: reefed the A and M top sails. Lat 05:56 N. Long 15:23 W.

Tuesday Aug 27:—First part strong winds and squally saw a schooner heading to the S.E. At midnight tacked to the W. saw a Barge to the windward. Lat 05:24 N. Long. 15:38 W.

Wednesday Aug 28:—First part strong S.S.W. winds. At 1 P.M. set top gal sails and flying gibb. Middle and latter moderate. Employed repairing sails. Saw a Barge. Lat 04:40 N. Long 17:42 W.

Thursday Aug: 29:—First part strong winds from the S. heading W.S.W. with all sail set. Latter more moderate. Nothy

in sight except a Barque. Employed in ships duty. Lat.
19° 14' N. Long. - 19° 15' W.

Friday Aug 30: - First part light winds from the South
heading W. S. W. with all sail set. At daylight saw two ships off
the weather quarter. Latter fine pleasant winds from the South.
Employed putting up new top-gal. backstays Lat 02-03 N.
Longitude 21° 06' West.

Saturday Aug 31: - Commences with a strong breeze from
the S. heading W. S. W. At night the two ships off our lee quar-
ter; saw a ship off our lee beam heading the same course; a brig
in sight to leeward. Lat 00° 56' N. Long 23° 02' W.

Sunday Sept 1: - First part light airs of wind from the
South; heading W. S. W. one brig in sight. Employed getting on a
preventer gaff gudge & C. Mitchell and latter the same Latitude 32
miles South. Long. - 24° 06' W.

Monday Sept 2: - First part light airs from the South
heading S. W. by W. saw blackfish we did not lower. Mitchell
and latter much the same. Lat. 2° 40' S Long. - 25° 42' W.

Tuesday Sept 3:—First part fine pleasant breezes from S.E. heading S.S.W. with all sail set Middle and latter the same Lat. 04-40 South Long 26:20 W.

Wednesday Sept 4:—First part fine pleasant S.E. trade winds; heading S.W. with all sail set. Middle and latter the same. Lat. 16-58 S. Long. 28-56 W.

Thursday Sept 5:—First, strong S.E. trade winds; heading S.W. by S. with all sail set. Middle and latter much the same. Saw a barge steering to the S.W. Lat. 19-20 S. Long. 26:13 W.

Friday Sept 6:—First part strong N.E. trade winds heading S.W. by S. Middle part the same. Latter wind increasing; at 10 A.M. took in the top-gallant sails and reefed the main top sail. Lat. 12-09 S. Long. 28-24 W.

Saturday Sept 7:—First part strong breezes from S.E. At 1 P.M. set top-gallant sails, at 3 fly-gebb. Middle and latter moderate. Saw two ships ahead heading to the S. Lat. 14-28 S. Long. 28-45 W.

Sunday Sept 8:—First part fresh S.E. trade winds; heading S. by W. with all sail set. Middle and latter much the same. One ship in sight. Lat. 17:00 S. Long. 29:11 W.

Monday Sept 9:—Commences with light S.E. trade winds; heading S. by W. One ship in sight heading to the south Middle part strong winds. Latter squally rainy weather. Lat. 19:20 S. Long. 28:42 W.

Tuesday Sept 10:—First part strong S.E. trades; heading S. by W. At night saw Martin's rocks. dist. about 15 miles (bearing S.W.) Middle and latter light winds and calms. Employed repairing the fore top sail. Some rain Lat. by D.R. 21-30 S. Long. 28-35 W.

Wednesday Sept 11:—First part light airs from Martin's rocks. S.E.; heading S.S.W. saw a sail off the weather quarter Middle and latter fine pleasant breezes from E.S.E. heading S. by W. 23-23 S. Long 28-02 W.

Thursday Sept 12:—First part fine pleasant

Breezes from S.E.; heading S by E. A ship in sight on our weather beam. Middle and latter fresh winds from the eastward. Several sails in sight Lat. 25-56 S. Long. 27-28 W.

Friday Sept 13:—First, pleasant winds from S.E. heading S by W with all sail set. Four sails in sight. Middle and latter much the same. Still raising ships ahead and losing astern four ships in sight and one brig. Lat. 28-15 S. Long. 27-22 W.

Saturday Sept 14:—First part light airs from S.E. heading to the S. several ships in sight. Middle and latter much the same. Lat 29-50 S. Long. 27-43 W.

Sunday Sept 15:—First part light airs of wind from S.E.; heading S.W. A number of ships in sight. Middle and latter light airs from S.E. steering S.E. Lat. 31-00 S. Long. 26-48 W.

Monday Sept 16:—First part light airs from S.E. steering S.E. Two sails in sight. Middle light airs and variable. Latter thick and rainy. Lat by D.R. 31-30 S. Long. 26-14 W.

Tuesday Sept 17:—First part light airs from S.E. and rainy. Middle and latter winds variable. Employed coopers bread between decks, one sail in sight. Lat. 32-37 S. Long. 25-53 W.

Wednesday Sept 18:—First part light airs of wind from N.E. steering S.E. one barge in sight. Middle part the same. Lat. 33-41 S. Long. 24-09 W.

Thursday Sept 19:—First part light airs from S.W. steering S.E. Employed repairing fore & G. sail. Middle part calms. Latter light airs and fine pleasant weather. Lat. 34-05 S. Long. 23-45 W.

Friday Sept 20:—First part light airs of wind from N.W. steering S.E. saw a school of Killers. Middle and latter fresh winds. Employed setting up rigging and setting down the fore and 7 mizen royal masts. So ends. Lat. 35-00 S. Long. 22-14 W.

Saturday Sept 21:—First part strong N.W. winds, steering S.E. with all sail set. Middle much the same. Latter wind increasing; at 9 took in top-gallant sails. at 10 A.M. reefed the top-sails and hauled up &c. Lat. 36-30 S. Long. 18-14 W.

Sunday Sept 22:—First part strong gales from the north

At 2 P.M. took in all sail save close reefed main top sail. At 4 P.M. set doubled reefed and steered E by S. Middle part strong gales. At 11 P.M. luffed too and turned up the W boat. Latter set doubled reefed top sails and steered E. S. E. Lat 36-10 S Long. 16-06 W.

Monday Sept 23: - First part strong gales; steering E by S. At 3 P.M. very squally and a bad sea, took in sail and luffed too saw a ship running to the eastward. At daylight set all sail and steered S.E. Latter calms. Lat. - 36-00 S. Long. - 15-10 W.

Tuesday Sept 24: - First part light airs from S.E. At 3 P.M. tacked to the south. Employed setting up the Mizen rigging. Middle and latter strong gales from the E. shortened sail as the wind increased; at 3 A.M. got in all sail, turned up the boats. At day-light a sea broke into the waist board and stove her to pieces. At 10 wind luffed and it being calm, called all hands and took in the other W. boat turned the quarter boats and heisted them up. Lat. - 36-56 South Long. - 15-01 West

Wednesday Sept 25: - Commences with the gale increasing from the N. heading E. Middle and latter part the same Lat. - 37-16 S. Long. - 14-18 W.

Thursday Sept 26: - First part strong gales from the N.W. At 4 P.M. wind headed to the N. At night reefed the main.

Tristan d'Acunha. Top-sail over and set the fore sail. Middle part calms. At day-light blowing a gale from the N.W. set the fore top-sail and steered E. by S. At 8 A.M. saw the Islands called Tristan d'Acunha. Latter running through between the Islands

Friday Sept 27: - First part heavy gales from the N. At 1 P.M. took in the fore-top and fore sails and luffed to 10 miles from Tristan d'Acunha, bearing N.E. At 9 P.M.

Inaccessible. the gale lulled set close reefed top sails and steered E. At 10 P.M. set gill and mainsail. Middle and latter blowing strong. Lat. 36-40 S. Long. - 08-35 W.

Lightingale.

Saturday Sept. 28.—First part strong winds from the N. and squally, attended with rain; steering E. under close reefed top-sails and courses: at night set doubled reefed top-sails. Middle and latter moderate; at 8 A.M. got all sail set. Lat 35-36 S. Long. 16-18 W.

Sunday Sept. 29.—Commences with strong winds from the N.E., steering E. by S. with all sail set. Middle and latter the same. Lat. 35-04 S. Long. 12-41 W.

Monday Sept. 30.—First part strong westerly winds; steering E. S. E. with all sail set. Middle part squally and raining. Latter more moderate. Lat. 34-58 S. Long. 42 miles East.

Tuesday Oct. 1.—First part light airs of wind from W.; steering S.E. by E. with all sail set. Employed stowing the foremast, and reeking the mizen rigging. Middle part calm. Latter fresh winds from N.E. and raining. Lat. 36-15 S. Long. 13-28 E.

Wednesday Oct. 2.—First part strong winds from N.E. and raining. At 7 took in fore and mizen top gallant sails and fly gill. At 8 reefed the mizen top-sail. Middle part squally; at 8 A.M. doubled reefed the top-sails. Latter still blowing strong from N.E. steering N.E. by E. Lat. 35-55 S. Long. 16-48 E.

Thursday Oct. 3.—First part strong N.E. winds; heaving S.E. under doubled reefed top-sails and courses. Middle part heavy gales; took in mainsail and gill; at 4 P.M. moderate set all sail. Latter wind increasing; turned up the quarter boats. Wind N.W. Lat. 36-58 S. Long. 10-46 E.

Friday Oct. 4.—First part strong gales from N.W. steering S.E. at 1 P.M. took in the main E. G. sail. At 2 took the mizen top sail and doubled reefed the fore top sail. At 5 P.M. doubled reefed the main top-sail: blowing a severe gale attended with rain. Middle part the same. Latter more moderate. Lat. 37-53 S. Long. 14-47 E.

Saturday Oct. 5.—First part wind decreasing. At 4 P.M. got all sail set; steering S.E. by S. Middle part blowing a gale from N.W. doubled reefed. Latter light airs and calm, set all sail. Lat 38-53 S. Long 18-04 E.

Sunday Oct. 6.—First light airs and calm. At night

doubled reefed, took in mainsail and gibb; unben't the
spanker and bent a close mizen. Middle and latter blowing
heavy. Lat. $37-05$ S. Long. $-22-22$ E.

Monday Oct. 7:—First part strong gales from N.W. steer-
ing E. S. E. under doubled reefed top-sails; at 1 P. M. set the mi-
zen sail, at 6 P. M. took it in and close-reefed the top sail. Middle
part squally and blowing heavy. At 3 P. M. wind shifted to
the N. W. and moderated:—set whole top-sails. So ends.—Lat.—
 $38-11$ S. Long. $-25-37$ E.

Tuesday Oct. 8:—First part strong breezes from the W. steer-
ing E. S. E. At 2 P. M. doubled reefed the top sails, at 5 fired the miz-
zen top sail; blowing a heavy gale and a high sea running, very
irregular; steering E. by S. Middle part heavy & gales from S. W.
Latter more moderate, set the fore and mizen top-sails. Latter
Lat. $36-56$ S. Long. $29-50$ E.

Wednesday Oct. 9:—First part strong winds and a
high swell on; steering S. E. by E. At 6 P. M. set the mainsail
at 7 took it in again. Middle calms, set all sail. Latter blowing
strong and a high sea running. Lat. $-36-26$ S. Long. $-33-20$ E.

Thursday Oct. 10:—First part strong N. W. winds; steer-
ing S. E. At 4 P. M. took in top-gallant sails, unben't the fly
gibb and mizen top-gallant sail and stowed them away, at 3
P. M. saw a ship steering E. S. E.; at 6 P. M. doubled reefed, squ-
ally and heavy rain. Middle part the same. Latter. Light airs and
calm. Lat. $-37-00$ S. Long. $-36-51$ E.

Friday Oct. 11:—First part light southerly winds and
clear: saw a barque astern steering the same course. Middle
part light airs from N. W. Latter strong winds and squa-
lly. A merchant barque in sight. Lat. by D. R. $37-20$ S. Long. $40-00$ E.

Saturday Oct. 12:—First part strong N. W. winds; steer-
ing S. E. by E. saw a school of blackfish. Middle part squally
and rainy. Latter clear and strong winds from S. S. W. steering
E. by S. So ends. Lat. $-37-12$ S. Long. $-43-27$ E.

Sunday Oct. 13:—Strong South winds; steering E. by S.
Middle and Latter light airs and calms. Lat. $-36-51$ S. Long. $-46-26$ E.

Monday Oct. 14:—First part light air of wind from N.W.; steering E. S. E. fine pleasant weather; caught a porpoise. Middle part strong winds and raining. Latter blowing a gale from N.W. turned up the boats (quarters). Lat.—36-03 S. Long.—49-23 E.

Tuesday Oct. 15:—First part blowing a gale from West At 4 P.M. moderated and hauled to the south. set whole top sail. Middle and latter light air, put the waist boat on the cranes and turned down the others. Lat. 35-33 S. Long.—52-02 W.

Wednesday Oct. 16:—First part light air from N.W. steering S.E. by E. Employed getting the fresh water out of the ground tier casks and filling them with salt water. Middle and latter much the same. Employed repairing the yobb and coopers provisions. Lat.—35-35 S. Long 54-30 E.

Thursday Oct 17:—Fresh N.W. winds; steering S.E. by E.—Middle and latter the same. Lat. by D.R. 35-00 S. Long.—59-00 E.

Friday Oct 18:—First part fresh winds from N.W. steering E. N.E. with all sail set. Middle and latter the same Lat.—by Dead Reckoning 34-30 S. Long.—62-30 E.

Saturday Oct. 19:—First part fresh N.W. winds. At 1 P.M. shifted to the S. thick rainy weather. Middle part strong winds and squally. Latter light air and fine pleasant weather. Octava spoke the Barque Octava of New Bedford. Lat.—35-20 S. 14 mo. out Long.—65-65 W.

Sunday Oct. 20:—First part fresh S. winds; heaving E. S. E. N. Bedford by the wind. Middle and latter light air and fine weather. A plenty of fin backs. Lat.—36-08 S. Long.—67-56 E.

Monday Oct. 21: First part light airs from the west, steering with all sail set. Middle part calm. Latter high winds from N.W. Employed repairing the fore top sail. S. ends. Latter end — 35-58 S. Long.—69-29 E.

Tuesday Oct. 22:—First part light air from N.W. steering E. At night steered S.E. by S. Middle and latter fresh winds. Employed repairing the mizen top sail. Lat.—35-28 S. Long.—76-32 E.

Wednesday Oct. 23:—First part fresh winds from N.W. steering S.E. by S. saw one ship. Middle and latter part very

much the same. Thick hazy weather. so evets. Latitude 38-00
South. Long 76-52 East.

St. Pauls Is.

Thursday Oct. 24:—First part strong N.W.
winds steering S.E. by S. At dark took in
T. & sails and hauled up the courses.

at 11 P.M. huffed to aback; at 1 A.M. saw the Island of St. Pauls
At day light reefed the top-sails and run under the lee of the
Island;—blowing a gale close-reefed and reefed the fore-sail.—
Lat.—38-44 S. Long.—78-02 E.

Friday Oct. 25—First part heavy gales from N.W.
lying under the lee of St. P. at 1 P.M. furl'd the fore-top-
sail and hove to; at 5 P.M. set close reefed top-sails. Middle
part much the same. Latter light airs from the W. working
towards the Island of Amsterdam. Lat.—37-47 S. Long.—78-05 E.

Saturday Oct. 26:—First part standing
in towards Amsterdam—In hopes of
getting some fish. At 2 P.M. blowing
strong it gave up and steered E.S.E. Middle part the same. Sat-
ter moderate and fine weather. Lat.—36-09 S. Long.—81-16 E.

Sunday Oct. 27:—First part light airs and pleasant
Employed bending a new Fore sail and repairing the old
one. Middle and latter the same. Lat.—34-44 S. Long.—83-00 E.

Monday Oct. 28:—First part light winds from S.W.
steering E.S.E. Middle and latter light winds from the S.—
heading E. by S. Employed repairing the fore-sail. Lat.—34-35 South
Longitude. 86-06 East.

Tuesday Oct. 29:—First part light airs from S.E.; heading
E. by the wind. Middle and latter calm. Employed repairing the
main-sail. Lat. 34:18 S. Long. 86-56 W.

Wednesday Oct. 30:—First part calm. Middle part the
same. Latter light winds from N.W. steering S.E.—fine weather.—
Lat.—34:50 S. Long.—88-20 E.

Thursday Oct. 31:—First part fine pleasant winds from
N.W. steering S.E. Middle part the same. Latter thick and
rainy. Lat.—35:49 S. Long.—91 E.

Friday Nov. 21:—First part fine pleasant weather; steering S.E. by E. Middle part thick weather. Latter wind S.S.W. and very light. Lat. 36:15 S. Long.—93-51 E.

Saturday Nov. 2:—First part light S.S.W. winds; steering N.E. with all sail set. Middle and latter light airs and fine weather. Nothing in sight. Lat.—37:08 S. Long.—96-23 E.

Sunday Nov. 3:—First part light S.W. winds, still steering N.E. Middle and latter the same. Lat.—37:32 S. Long.—98-38 E.

Monday Nov. 4:—First part fresh westerly winds steering N.E. by S. Middle part strong winds and squally. Latter calm and foggy. Lat.—38:50 E. Long.—101-05 E.

Tuesday Nov. 5:—First part light airs from S.E. heading E. At 7 took a light breeze from N.E. Middle and latter strong winds saw a right whale, lowered, without success.—doubled reefed Lat.—39:30 S. Long.—102-46 E.

Wednesday Nov. 6:—First part blowing a gale from N.W. At night took in sail and heaved to heading N.E. At day light set all sail: Middle part thick and rainy. Latter calms. Lat 39:40 S. Long. 104-10 E.

Thursday Nov. 7:—First part light airs from the N. Saw a fin-back turn fishes (supposed it was a right whale, lowered and found to the contrary.) At night doubled reefed. Middle and latter strong winds and foggy. Lat. 40-08 S. Long.—107:00 E.

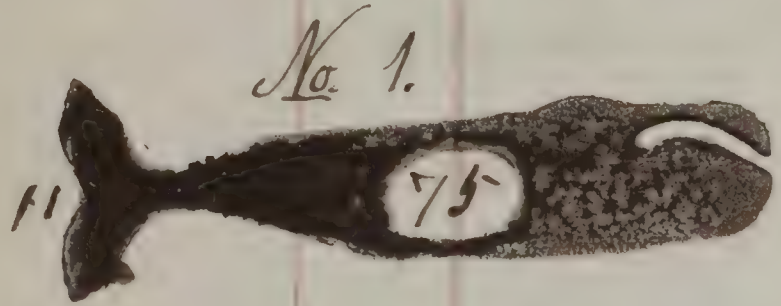
Friday Nov. 8:—First part fresh N.W. winds; steering E by S. At 2 P.M. saw a right whale lowered without success.—at night doubled reefed. At day light set all sail and sheered to the Eastward. Latter strong winds. Lat.—Latitude 40-08 S. Long.—110-00 E.

Saturday Nov. 9:—First part strong N. winds, heading E.N.E. by the wind; at 3 P.M. took in the S.G. sails; at night took in sail; at daylight set all sail single reefed top sails and steered E. N.E.: Strong N.N.W. winds. Lat 29: 34 S. Long.—113-17 E.

Sunday Nov. 10:—First part strong N.W. winds: steering east. At 4 P.M. furl'd gibs and mainsail and doubled reefed at night took in all sail; light winds. Latter part blowing

fresh from N.W. steering S.E. Lat. - 39: 30 S. Long. - 115-18 E

Monday Nov 11: - First part strong N.W. wind; steering S.E. and increasing shortened sail. At night took all sail in reefed to heading S.; wind W.W. and rainy. Last part strong winds and squally: steering S.E. under doubled reefed top sails. At 9 A.M. saw a right whale, bowered struck and killed him. Whale 5 miles to windward blowing heavy. Lat. - 40-10 S. Long. - 115-30 E.



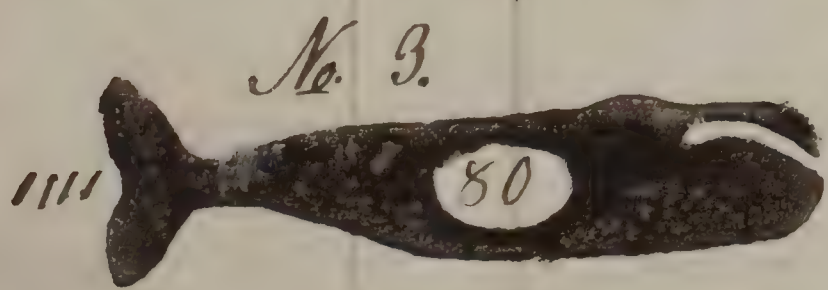
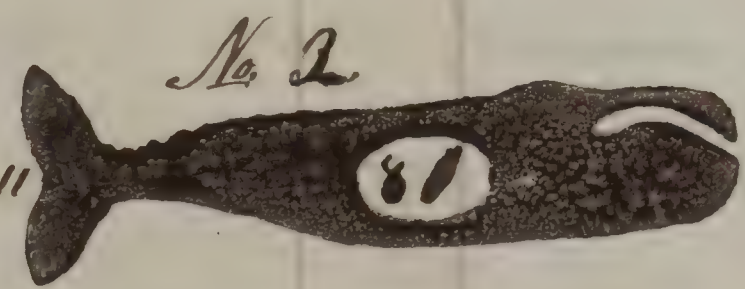
Tuesday Nov 12: - First part strong winds and squally; employed working to windward under single reefed top sails on m-to-gallant sail. At 6 P.M. took the whale along side and took in sail. At day-light hooked to the whale to cut, gave it up: blowing with squalls Lat. - 40-10 South. Long. - 116-45 East.

Wednesday Nov 13: - Commences with moderate gales from W.S.W. At 3 P.M. commenced cutting. At 6 finished work ship more moderate, a high swell still running. Middle and latter light airs and calms. At day light set all sail and commenced boiling. Lat. - 40-16 S. Long. - 116-55 E.

Thursday Nov 14: - First part light winds from S.E. employed boiling; at night took in sail. Middle and latter blowing strong. At day-light set doubled reefed top sails. At 9 took them in. At noon finished boiling. Lat. - 40-12 S. Long. - 117-14 E.

Friday Nov 15: - First part moderate gales. At 2 P.M. set doubled reefed top sails. At night took in sail. At day-light set all sail and steered to the eastward. Latter part employed stowing oil in the lower hold. Thick, cloudy weather No obs. Lat. by D.R. 39: 50 S. Long. Dr. 117: 55 E.

Saturday Nov 16: - First part light airs from S.W. At 2 P.M. finished stowing oil: saw two whales bowered struck and killed them both. At 1 A.M. got them along side and took in sail. Still calm. At 8 A.M. commenced cutting. At noon finished cutting one whale in. Strong N.W. winds. Lat. by D.R. 39: 55 S. Long. - 118: 10 E.



Sunday Nov 17: - First part strong N.W. winds

At 1 P.M. commenced cutting the 2nd whale; at 5 P.M. finished cutting and began boiling. Middle and latter strong winds and squally with some rain. Lat. -40:20 S. Long. -118:25 E.

Monday Nov: -18: - First part strong N.W. winds and dark cloudy weather. Middle and latter strong gales with rain wore ship several times during the day, still boiling Lat. -40:42. South Long. -118:30 East.

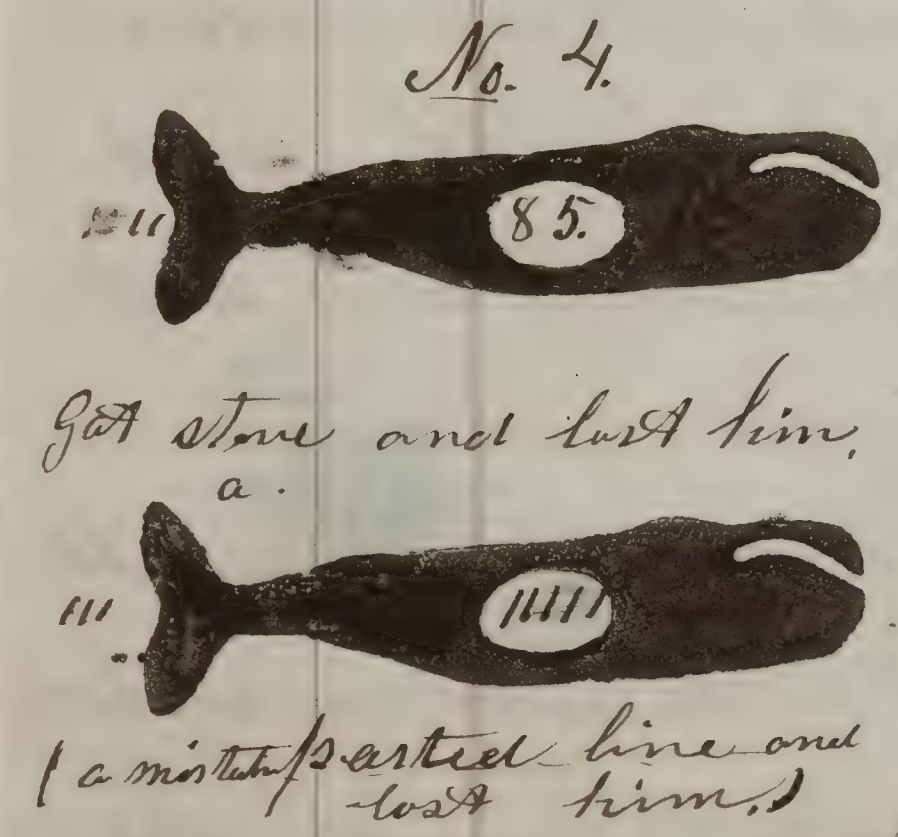
Tuesday Nov: -19: - First part moderate gales from N.W. heading west. Employed boiling &c Middle and latter much the same, stowing oil Lat. -40:30 S. Long. -118:30 E.

Wednesday Nov 20: - First part blowing heavy and squally. Wind S.W. Employed boiling and stowing oil in the main hatch. At 6 P.M. finished boiling. Middle and latter more moderate. At day-light, made sail. Lat. -39:47 S. Long. -118:08 E.

Thursday Nov 21: - First part light airs from the west heading to the N. At night finished stowing the oil, and took in sail. At daylight made sail and steered to the N.E. Employed in clearing bone. Lat. -40:08 S. Long. -118:52 E.

Friday Nov 22: - First part fresh winds from N.W. - thick foggy weather. At night took in sail and luffed to. At daylight set whole top-sails and steered S.E. Employed setting up shoos and starting flour. Strong winds, &c. Latitude 41-11 South. Long. -120-10 East.

Saturday Nov 23: - First part strong S.W. winds; steering
At 3 P.M. saw whales lowered struck two, killed one; The Starboard waist boat got stove, and we lost the other, got the boat in and took the other along side at dark. At daylight commenced cutting. At 10 A.M. finished and made sail. Middle and latter light airs. - Lat. by D. R. 41-20 S. Long. 120-10 E.



Sunday Nov 24: - First part fresh N.W. winds; heading S.W. saw 2 whales going quick. At 5 P.M. shot in thick fog took in sail. At dark saw two whales close to the ship. At day-light made sail. Latter fine pleasant breezes -

Remarks from St. Pauls Towards - - - -

from N. N. E. still boiling, steering various courses. Lat. - 41-40
South. Long. - 121-10 East.

Monday Nov. 25: First fresh winds from N. N. E.
heading E by N. At 1 P. M. double reefed the top
sails, at 4 saw whales, lowered, did not strike, at
sunset lowered again; but no success, took in sail
heading W. by N. At 1 P. M. finished boiling. Latter fresh winds
and foggy. Employed stowing oil. Lat. - 41-35 S. Long. - 121-10 E.

Tuesday Nov. 26: First part thick foggy weather
At 6 P. M. spoke a French ship. At night took in
19 Months sail heading S. W. Middle part thick squally weather.
Latter clear with a strong wind. At sail set work-
ing to the westward. Lat. - 41-38 S. Long. - 121-02 E.

Wednesday Nov. 27: First part strong winds and
squally, At 2 P. M. doubled reefed, saw whales low-
ered, (they proved to be fin-backs) came on board
took in sail, blowing a gale from the W. Middle and lat-
ter more moderate. At daylight made sail; at 9 A. M. made
saw a whale, lowered, with no success. Lat. - 40-40 S. Long. - 120-50 E.

Thursday Nov. 28: First part strong winds from
the W. At 1 P. M. the whale got slow lowered with-
out success, a French ships boats were in pursuit
of the same whale. At 5 P. M. saw 2 whales low-
ered, struck and killed one, he went down and took the
line, it came on deck, lost the whale, and then came
on board, took in sail. At day-light set double reef-
ed top sails. Latter moderate and pleasant, set all sail.
Lat. 40-35 South Long. - 120-17 East.

Friday Nov. 29: First part, light air from S. W.
heading W. N. W. At 2 P. M. tacked to the S. E. At night
took in sail. At day light tacked to the west; wind soon
latter calms, the French ship still in sight. Lat. - 40-
39 South Long. - 120-27 East.

Saturday Nov. 30: First part light air from
E. N. E. steering S. by W. At night took in sail. The French

New Zealand, Nov. A. D. 1844.

Ship still in sight. Middle and latter moderate gales. At daylight set whole top-sails and steered S. by W. At 7 A. M. doubled reefed and luffed to heading E. S. E. wind N. E. &c. —
Lat. — 41-50 S. Long. — 121-04 E.

Sunday Dec. 1: — First part blowing a gale from N. E. At 2 P. M. took in all sail and hove to. at 4 P. M. spoke a French Ship; middle part the same. Latter blowing very heavy; took Jones of Kent in the waist boat and furled the fore-sail. No observations this day.

Monday Dec. 2: — First part strong gales from N. E.; lying under snug sail. At 1 P. M. turned up the starboard boat. Middle part more moderate. Latter light airs and pleasant. set all sail. Two Ships in sight. Lat. — 42-16 S. Long. — 123-00 E. 200 W. C.

Tuesday Dec. 3: — First part, light airs from N. W. heading to the northward. At 5 P. M. spoke ship Sabina, of Sag Harbour. At night took in sail; at daylight set all sail. Middle and latter light airs. Lat. 41-56 S. Long. — 122-44 E.

Wednesday Dec. 4: — First part light N. N. W. winds; heading N. N. W. fine weather. At night took in sail and steered N. N. W. all night. At daylight steered N. W. Latter blowing heavy, took in sail as the wind increased. Lat. by D. R. 40-00 S. Long. 121-11 E.

Thursday Dec. 5: — First part, blowing a gale from S. E. at tended with rain and hail. lying to heading S. E. W. Middle, heavy thunder and sharp lightning, raining &c. Latter light airs and pleasant winds from W. S. W. Lat. — 41-48 S. Long. — 121-14 E.

Friday Dec. 6: — First part light airs from S. W. at 5 P. M. blowing a gale, took all sail in, one of the bob stays gave out, repaired it and set it up again; took in the waist boat and turned up the S. B. boat. Middle, the same. Latter more moderate, set the fore and mizen top-sails. Lat. 42-37 S. Long. — 121-32 E.

Saturday Dec. 7: — First part, strong winds and squally. Sag Harbour steering south under short sail. At night took in sail. Thick foggy weather. At 9 P. M. spoke ship John Wells of Sag Harbour, Middle and latter thick foggy weather. Lat. by D. R. 43-30 S. Long 123-10 E.

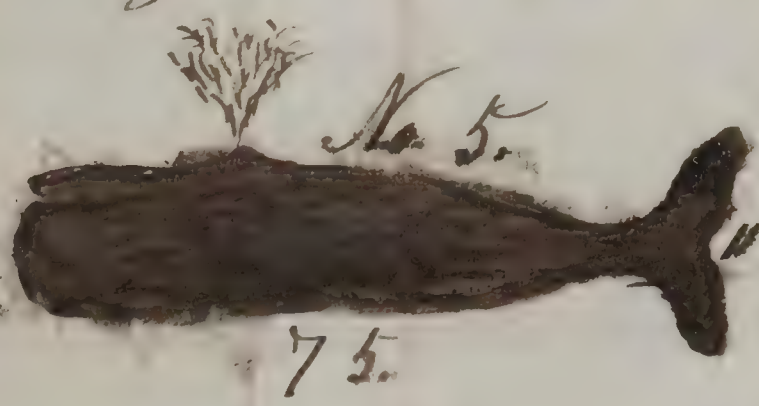
Remarks from St. Pauls towards

Sunday Dec. 8:—First part, light winds from the west steering E.S.E. At night took in sail, At daylight set all sail. — Latter blowing a gale; Running under short sail, took in the waist boats, &c. Lat. $44^{\circ}15'$ S. Long. $125^{\circ}41'$ E.

Monday Dec. 9:—First part blowing a gale from the west, running before the wind. At 2 P.M. saw 2 right whales, luffed to heading to the south. At night wore ship, at day light set doubled reefed top-sails heading S.W. Lat. $44^{\circ}17'$ S. Long. $125^{\circ}48'$ E.

Tuesday Dec. 10:—First part strong N.N.W. winds. At 7 P.M. squared the yards and steered East. At 2 P.M. saw three whales, lowered, commenced bloying came on board again, took in sail. At daylight set all Age of Monte's sail, saw whales lowered, without success, spoke a 3rd one out; French Ship, Lat. D. R. $44^{\circ}12'$ S. Long. $125^{\circ}50'$ E.

Wednesday Dec. 11:—First part, fresh winds from S.W. At 6 P.M. saw whales lowered, struck one and killed him, at 7 took him to the ship and took in sail. — At day-light began cutting; At 10 A.M. finished, blowing a gale from the west; wore ship to the northward and began boeling Lat. $44^{\circ}30'$ S. Long. $126^{\circ}01'$ E.



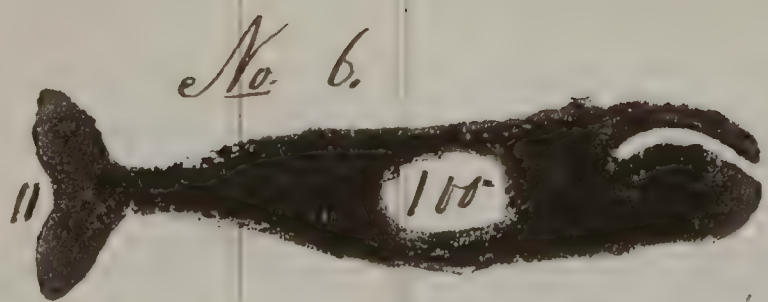
Thursday Dec. 12:—First part blowing a gale from N.N.W. At 2 P.M. spoke ship science of N. Bedford. Middle, blowing heavy from the north, raining. At 10 A.M. stoped boiling

Latter blowing a heavy gale from S.W. Lat. $43^{\circ}50'$ S. Long. $126^{\circ}28'$

Friday Dec. 13:—First part strong gales from S.S.W. lying to under close reefed main top-sail. Middle and Latter more moderate. At day-light made sail and steered S.E. saw a whale lowered, without success. Latitude. $43^{\circ}45'$ S. Long. $126^{\circ}53'$ E.

Saturday Dec. 14:—First part fresh winds from the west. At night steered east. At 4 A.M. finished boiling and shared S.E. Middle part thick and rainy Latter clear and fine pleasant weather. Lat. $44^{\circ}22'$ S. Long. $127^{\circ}30'$ E.

New Zealand Dec. A.D. 1844.

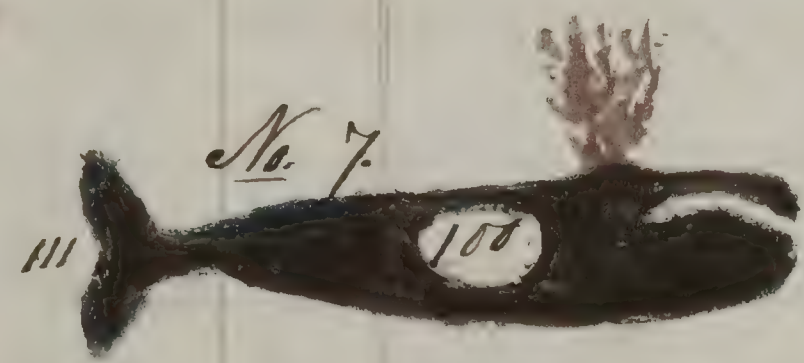


Sunday Dec. 15:—First fair pleasant wind from the west. At 1 P.M. started N.E.; at 6 P.M. saw a whale, lowered, struck and killed him; at 8 A.M. took him to the ship and took in sail; at day light began cutting at 8 A.M. finished and began boiling, made sail &c. — Lat. Dr. 44-15 S. Long. 129-30 E.

Monday Dec. 16:—First part light airs of wind from the North; employed boiling and stowing oil. At night took in sail. Middle and latter blowing a gale from the north. No obs.

Tuesday Dec. 17:—First part a moderate gale from the north; employed boiling. Middle part more moderate, and thick fogg. At 8 A.M. finished boiling. Latter, clear, set all sail. Lat. 44-20 S. Long. 130-16 E.

Wednesday Dec. 18:—First part light airs and calms; employed stowing oil. At 4 P.M. finished stowing all the cold oil. At night took in sail. Middle thick fogg and calm. At 9 A.M. finished stowing oil, cleared up, set all sail. At noon saw a whale, lowered the boat to ends. Lat. 44-12 S. Long. 130-16 E.



Thursday Dec. 19:—First part light airs and calms, boats in pursuit of the whale. At 2 P.M. struck and killed him, at 3 took him along side and began cutting, at 6 P.M. finished, took in sail and commenced boiling. Middle part thick and rainy. Latter clear and blowing a gale from N.S.W. Employed starting bread and flour. Lat. 44-28 S. Long. 130-12 E.

Friday Dec. 20:—First, a moderate gale from S.W. At night wore ship to the N.W. Middle and latter fine pleasant weather. Employed repairing the stoven boat. Lat. 43-50 S. Long. 130-18 E.

Saturday Dec. 21:—First part light airs and fine pleasant weather; heading S.E. employed breaking out and preparing to stow oil. At night took in sail. Middle and

Remarks from St. Pauls Towards

latter blowing heavy from N.W. Employed stowing oil.
No observations

Y

Sunday Dec. 22: First part strong gales from N.W. employed stowing oil. At 4 P.M. finished stowing off the main hatch. Middle part calms. Latter fine pleasant winds from W. S. W. At day light saw two whales, lowered without success. Latitude 44-12 S. Long. -129-51 E.

Monday Dec. 23: First part fine pleasant weather; steering S. S. E. At night took in sail. At day-light set all sail; heading N. E. employed breaking out between decks and stowing over. Lat. 44-27 S. Long. -131-09 E.

Tuesday Dec. 24: First part strong N. N. W. winds; heading N. E. at night took in sail. At day-light made sail and steered E. S. E. with a strong gale from N. N. W. Thick and rainy. So ends. No obs.

Wednesday Dec. 25: First part moderate from N. N. W. thick rainy weather; steering east. Middle and latter, strong winds and thick rainy weather steering east. So ends. No obs.

Thursday Dec. 26: First part strong N. W. winds; steering E. by S. with all sail set; thick rainy weather. Middle and latter the same. Employed churning bone. Lat. -45-30 S. Long. -140-51 E.

Friday Dec. 27: First, fresh winds and clear steering to the eastward. At night saw a sail. Middle part, rainy. Latter clear. Steering N. E. So end Latitude 44-30 S. Long 146 E.

Saturday Dec. 28: First part strong winds and squally. At night saw the land bearing N. E. by N. 20 miles Dist. shortened

Van-Diemens land & Eddy-stone rock. At day-light set all sail and steered in towards the land. Latter part steering east Eddy-stone Island 5 miles dist. Lat. -43-52 S. Long. 146-10 E.

New Zealand Dec. A. D. 1844.

Sunday Dec. 29: - First part strong winds and squally, running down by Eddy-stone rock; 1 mile dist. At 4 P.M. doubled Reubuck rock reefed the top-sails. Middle and latter blowing very heavy, attended with squalls of rain and had steering N.E. by E. At 9 A.M. took in the fore top-sail. - Lat. -42-46 S. Long. -151-27 E.

Monday Dec. 30: - First part blowing a heavy gale from S.W. running N.E. under doubled reefed main-top-sail and fore-sail. The waist boats are in and the quarter ones turned up. Middle part set the fore-top-sail. Latter set all sail. Lat. 40-57 S. Long. -154-32 E.

Tuesday Dec. 31: - First part fresh winds from S.W. steering N.E. with all sail set. Middle and latter calms. employed repairing sails. Thus ends the last day of the year, all well and in fine spirits, hoping a short time to be on our passage home. Latitude 40-02 S. Long. -156-06 E.

January 1, A. D. 1845.

Wednesday Jan. 1: - First part light winds from the heading E.N.E. with all sail set. Middle part, strong winds, took in the light sails. Latter blowing strong: At noon doubled reefed; wind north. Lat. -39-23 S. Long. -159-30 E.

Thursday Jan. 2: - First blowing heavy from the N. At 2 P.M. got in all sail except main-top-sail and fore-sail. At 5 P.M. wind shifted to the S.W. made sail and steered N.E. by N. thick and rainy. Latter moderate and dark cloudy weather. Lat. -38-34 S. Long. -162-00 East.

Friday Jan. 3: - First part, light airs from S.W. steering N.E. Employed fitting the new boat and putting her on the crains. Middle part calms. Latter light airs from N.E. Lat. -38-28 S. Long. -162-51 E.

Saturday Jan. 4: - First part light winds from N.E. -

Remarks on board Ship Pocahontas - minimum Jan. 1843

beating, E by S; thick weather. Middle part rainy. Latter foggy and a strong breeze from N.W. heading N.E. Lat. - 38-38 South Long. - 165-22 East

Sunday Jan. 5: - First part light winds from the north and pleasant weather. Employed benefiting the fly gill and M. F. G. sail. Middle part had a heavy tempest with rain. Latter clear and fine weather. Wind S.W. steering N.N.E. Lat. - 37-15 S. Long. - 167-11 E.

Monday Jan. 6: - First part fresh S.W. winds - and clear; steering N.E. by N; middle and latter E.S.E. dark cloudy weather. Lat by Dr. 35-30 S. Long. 169-20 E.

Tuesday Jan. 7: - First part fine pleasant winds from the eastward; steering N.E. by N. At night took in sail. Latter strong breezes. At 10 A.M. doubled reefed &c. - Lat. - 34-05 S Long. - 170-35 E.

Wednesday Jan. 8: - First part strong E.S.E. wind heading N. At night took in sail. At day-light set doubled reefed top-sails. Latter more moderate, set all sail; saw a school of black-fish. Lat. - 33-06 S Long. 171-57

Thursday Jan. 9: - First part fresh easterly winds; heading E.N.E. At night took on sail. At day light set all sail. Latter strong winds; at 10 A.M. doubled reefed and wore ship to the south. Lat. - 32-00 S. Long. - 172-48 E.

Friday Jan. 10: - First part strong N.E. winds heading south under double reefed top-sails. At night took in sail. At day light set all sail; heading to the eastward. - Lat. - 38-32 S. Long. - 173-20 E.

Saturday Jan. 11: - First part fresh S.E. winds heading East. At night took in sail. At day light set all sail and steered N.E. by N. Middle and latter fine pleasant weather. Lat. - 32-18 S. Long. - 175-20 E.

Sunday Jan. 12: - First part light winds from S.E.; steering N.E. At night took in sail. Middle calms. Latter strong easterly winds. Lat. - 31-18 S. Long. - 176-19 E.

Monday Jan. 13: - First part strong winds from

Cruising off New Zealand for Sperm Oil. Jan. 1845.

the east, heading N.E. At night took in all sail and wore ship to the south. Middle and latter the same. Lat. $31-30$ S. Long. $-175-42$ E.

Tuesday Jan. 14: - First part strong S.E. At night doubled reefed the top-sails and steered S.S.W. Middle part the same. Latter light airs from S.E. heading S.W. Lat. $33-00$ S. Long. $-174-24$ E.

Wednesday Jan. 15: - First part, light airs and fine pleasant weather. At night doubled reefed the top-sails. At day-light set all sail. Lat. $33-07$ S. Long. $172-30$ E.

Thursday Jan. 16: - First part, light winds from the south, heading W.S.W. At night doubled reefed. At day-light set all sail. Middle and latter light airs and calms. Saw 2 ships. Lat. $33-24$ S. Long. $-172-14$ E.

Friday Jan. 17: - First part, light airs of wind, working to the S. At 5 P.M. saw blackfish, lowered without success. At night doubled reefed the top-sails. Three ship in sight. At day-light set all sail, three kings and one ship in sight. Lat. $33-50$ S. Long. $-172-20$ E.

Saturday Jan. 18: - First part, light S.W. winds. At luffed to aback; Three Kings 20 miles dist. bearing S. Middle and latter light airs and calms. employed cleaning ship outside. Lat. $33-25$ S. Long. $-172-30$ E.

Three Kings

Lat. $33-25$ S. Long. $-172-30$ E

Sunday Jan. 19: - First part calms; At 1 P.M. saw blackfish 4 miles off, lowered, caught two. At night took in sail, at day-light set all sail, saw the North Cape of N. Zealand. Lat. $33-33$ S. Long. $-172-56$ E.

Monday Jan. 20: - First part, light airs from N.E. and fine weather. Middle part, rainy. Latter clear and pleasant. Employed boiling blackfish. Lat. $32-49$ S. Long. $-174-08$ E.

Tuesday 21: - First part, light airs and calms one ship in sight. At night took in the light sails. Middle and latter light airs. At 7 A.M. spoke ship

-Jan.- Driveway off New Zealand A D 1845. Jan.-

Tobacco Plant, of New Bedford. Lat. 32-28 S. Long. 174-36 E.

Tobacco Plant Wednesday Jan 22: - First part, light airs and
31 mo. out calms. At 4 P.M. spoke ship Cortes of N. Bedford
1200 Sperm. At night took in light sails, at day-light
set all sail; heading E.S.E., saw black fish, low-
Cortes; red, got nothing, rainy and squally. At noon
30 mo. out; doubled reefed, Lat. 33-00 S. Long. 175-22 E.

1100 Sperm. Thursday Jan. 23: - First part, light winds and
squally; at 1 P.M. set all sail; at night doub-
led reefed the top-sails. At day-light set all sail;
heading N.N.W. Latter fresh winds, took in the light
sails. Lat. 33-10 S. Long. 176-19 E.

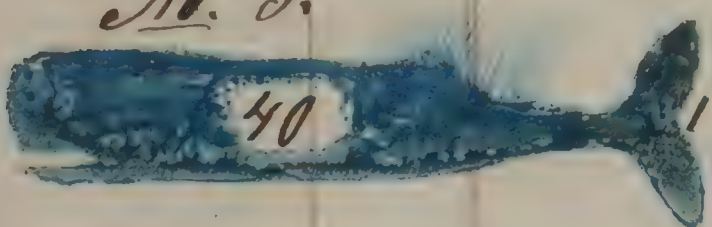
Friday Jan 24: - First part fresh N.E. winds
saw 2 ship; at night doubled reefed. Middle part
strong winds, at 6 A.M. took in the fore and main
top-sails, at 10 took in the waist boat. Latter blowing
a gale from N.E. Lat. 32-00 S. Long. 175-40 E.

Saturday Jan 25: - First part, blowing a gale
from N.E.; lying to, heading N.N.W. At 2 P.M. fur-
ed the fore-sail, and turned up the larboard boat -
thick and rainy. Latter light winds from S.W. thick fog-
gy weather Lat. 31-52 S. Long. 175-50 E.

Monday Jan. 26: - First fresh winds from the
south, thick weather; steering to the E. At night short-
ened sail. At day light set all sail, heading E. by N; mid-
dle. Middle and latter fine pleaster winds from S.E.
One ship in sight. Lat. 31-28 S. Long. 178-11 E.

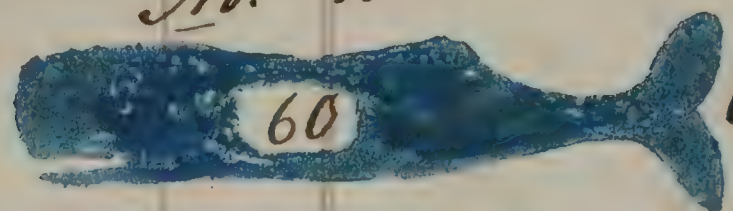
Monday Jan. 27: - First part, fine weather. At
3 P.M. saw sperm whales, lowered and caught one. At
No. 9. 5 P.M. took him to the ship. At day-
light began cutting. At 9 A.M. finished
set all sail, saw whales going to the wind
ard. Lowered and chased them. Lat. 31-15 S. Long. 178-38 E.

Tuesday Jan. 28: - First part, calms, of chas-
ing whales. At 5 P.M. came on board and



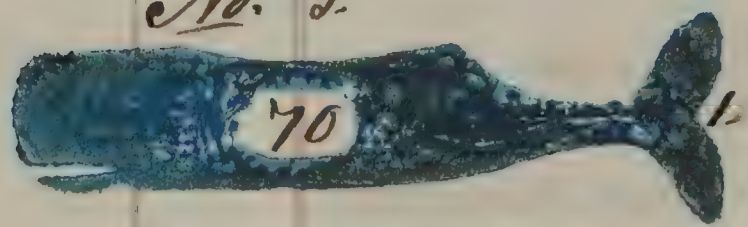
Jan. Cruising off New Zealand A.D. 1845. Jan. Feb.

No. 4.



began boiling. At day-light saw whales. At 9 A.M. lowered, killed one. At noon took him to the ship Lat. $31^{\circ} 12'$ Long. $177^{\circ} 42' E$.

No. 5.



Wednesday Jan. 29: - First part, fresh winds from S.E. At 1 P.M. hooked on to cut. At 2 P.M. saw whales, lowered. At 6 P.M. struck and killed one. At 7 P.M. took the whale to the ship, took in sail and began boiling again. At 7 A.M. hooked on to cut, at meridian finished cutting one and got hooked to the other. Lat. $31^{\circ} 37' S$ Long. $177^{\circ} 19' E$.

Thursday Jan. 30: - First part, fresh winds from the east and fine weather. At night finished cutting the other one, and began boiling again. Middle and latter light winds from the east heading S.S.E. - Lat. $31^{\circ} 50' S$ Long. $177^{\circ} 00' E$.

Friday Jan. 31: - First part light winds and pleasant weather. Employed boiling, starting water in to pipes. Middle and latter the same. Lat. $31^{\circ} 43' S$ Long. $177^{\circ} 50' E$.

Saturday Feb. 1: - First part light winds from the N. At night took in the light sails. At day-light set all sail. Middle and latter calms; saw a barge boiling. Lat. $31^{\circ} 14' S$ Long. $178^{\circ} 00' E$.

Sunday Feb. 2: - First part, light airs and calms. At 7 P.M. finished boiling and took P.G. sails. Middle and latter light winds from the east, pleasant weather. steering N.N.W. Lat. $31^{\circ} 10' S$ Long. $178^{\circ} 10' E$.

Monday Feb. 3: - First part, light winds from the E. steering N.S.W. At night took in sail. At day-light set doubled reefed top sails. All hands employed stowing oil in the fore-hold. Lat. $31^{\circ} 14' S$ Long. $177^{\circ} 41' E$.

Tuesday Feb. 4: - First part fresh easterly winds. At night finished stowing (130 bbls of oil) and shortened sail. Middle and latter rainy, finished stowing the remainder of the oil (40 bbls) Lat. $31^{\circ} 15' S$ Long. $176^{\circ} 56' E$.

Wednesday Feb. 5: - First part, fresh N.N.E. winds

Feb. Remarks on board Ship *Beckon* Feb.

heading N.W. with all sail set. At day-light blowing strong from E.N.E. set double reefed top-sails. At 10 A.M. took in all sail and bore to heading N. No obs.

Thursday Feb 6:—First blowing a moderate gale from N.E. and rainy; lying to heading N.N.W. Middle part a heavy gale from N.E. shifted sudden to the S.W. At midnight called all hands and took in the main top-sail; shipped considerable water, stove the bulwarks lightly (some of them) and lost 2 crains; main T.G. sail blew from the yard. Latter moderate gales from S.W. so ends. Lat 30-50 S. Long. 176-46 E.

Friday 7:—First part strong gales from S.W. At night set the main top-sail. Middle part more moderate. At day-light set all sail and bent a new main T.G. sail. Lat. 30-41 S. Long. 177-16 E.

Saturday Feb 8:—First part fresh S.E. winds heading E.N.E. At night took in sail Middle and latter strong winds and squally. Lat. 31-10 S. Long. 177-12

Sunday Feb 9:—First part strong N.E. winds and squally. At 2 P.M. took in all sail. At day-light set double reefed top-sails. Lat. 31-27 S. Long. 176-41 E.

Monday Feb 10:—First part strong S.E. winds heading N.E. At night took in sail; at day-light set all sail. Middle part calms. Latter light airs from S.E. Saw a Barque. Employed repairing and painting old boats. Lat. 31-15 S. Long. 177-42 E.

Tuesday Feb 11:—First part light winds and pleasant weather; beating E.N.E. At night took in sail At day-light set all sail and tacked to the eastward.—Lat. 31-51 S. Long. 178-30 E.

Wednesday Feb 12:—First part light airs of wind from S.S.E. At night doubled reefed. At day-light set all sail. Middle light easterly winds. Latter strong winds from S.E. Lat 31-14 S. Long. 178-41 E.

Thursday Feb 13:—First part strong winds

Feb Drury off New Zealand A.D. 1845. Feb

and squally; At night took in sail; at day-light set all sail, thick and rainy. Lat. - 32-18 S. Long. - 179-28 E.

Friday Feb. 14: - First part, calms and rainy; at night took a breeze from S.E.; doubled reefed and steered N.E. Middle part rainy and squally weather, winds varying from S.E. to N.E. Latter light airs and pleasant, set all sail. Lat. - 33-14 S. Long. - 179-31 E.

Saturday Feb 15: - First part light N.E. winds and clear weather. At night took in sail. At day-light set all sail and backed to the north; saw a ship to the windward, off after a whale. So end. Lat. - 33-17 S. Long. - 179-58 E.

Sunday Feb 16: - First part, light N.E. winds working to windward towards the ship. At 4 P.M. lowered the boats, and pulled to the ship and chased the whale. At night spoke ship Bodman of N. Bedford. Middle and latter, light airs and calms. Lat. - 32-54 S. Long. - 179-45 E.

Bodman Monday Feb. 17: - First part, light N.E. winds. At 5 P.M. spoke ship Bodman. At night took in the 18 mo. out, light sails. Middle and latter thick weather. Employed bundling bone and stowing it in the run. Lat. 31-42 S. Long. - 179-51 E.

Tuesday Feb. 18: - First, fresh E.N.E. winds. Gacked ship several times. At night took in sail. Middle part, strong winds. At day-light set doubled reefed top-sails. At 9 A.M. took in sail and hove to. Latter blowing a gale; at 11 took in the waist boat, and fished the main top-sail. No Obs.

Wednesday Feb 19: - First, blowing a strong gale from E.S.E. and heavy rain squalls. Mid. and latter the same. Lat. - 31-48 S. Long. - 178-59 E.

Thursday Feb. 20: - First, moderate gales from S.W. At 3 P.M. set the main top-sail and fore-sail. Middle part light airs and calms. saw a ship. Lat. - 31-40 S. Long. 178-47

Friday Feb. 21: - First part calms. Employed starting flour into pipes. At night took in sail. At day-light set all sail. Middle and latter the same. Lat. - 31-10 S. Long. - 178-29 E.

Saturday Feb. 22: - First part, light westerly winds and pleasant; unbent the gill and bent another. At night took in sail. At day-light set all sail. Mid. and latter, same. Lat. - 31-25 S. Long. - 178-21 E.

Sunday Feb. 23: - First part light westerly winds. At night took in sail. At day-light set all sail. At 11 A.M. saw 2 whales going quick to windward, lowered chased. - Lat. - 31-27 S. Long. - 178-18 E.

Monday Feb. 24: - First, light winds from the west; off chasing whales. At 5 P.M. gave up the chase. At night took in the light sails. At day-light set all sail. Latter light airs from S.W. Lat. - 31-33 S. Long. - 177-51 E.

Tuesday Feb. 25: - First, light winds and pleasant. Middle, strong winds. Latter blowing a moderate gale. No obs.

Wednesday Feb. 26: - All day blowing a gale from N.E. with rain. No ends. No obs.

Thursday Feb. 27: - First blowing a moderate gale from N.E. Middle and latter the same. Lat. - 32-57 S. Long. - 178-25 E.

Friday Feb. 28: - First part, a moderate gale from N.E. Middle part rainy. Latter clear and calm. So end Lat. - 33-24 S. Long. - 179-35 E.

Saturday March 1: - First, light winds and fine weather. At night shortened sail. At daylight set all sail. Lat. - 32-42 S. Long. - 179-58 W.

Sunday March 2: - The same as the last day. Lat. - 32-17 S. Long. - 179-17 W.

Monday March 3: - First light S.E. winds, fine pleasant weather all sail set and steering S.E. At 11 A.M. saw French Rock bearing E.S.E. dist. 20 miles Lat. - 31-44 S. Long. - 179-18

Drivings off New Zealand N. D. 1845.

Tuesday March 4:- First strong gales from
S.W. At night took in all sail. At
day light set all sail and steered N.E.
At 11 A.M. saw Sunday Island. Lat.
29-25 S. Long. -178-25 W.

Wednesday March 5:- First part light winds from
S.S.W. steering towards the land. At 3 P.M. 2 boats went
in shore & fishing. At night returned with a few fish.
Middle and latter pleasant Lat. -29-40 S. Long. -177-45 W.

Thursday March 6:- First, fine weather At 3 P.M.
saw Macaulay's Island At night steered
towards Sunday Is. No. 4.

Friday March 7:- Lying off and on Sunday Is. At 1
P.M. sent a raft in for water. At night got on board with
part of the raft and 10 bbls of Potatoes, 180 mellons and 70
Pumpkins, there is a bad surf on shore which makes it diffi-
cult getting on shore. At day light sent in after the remain-
der of the raft. Lat. -29-20 S. Long. 178-10 W.

Saturday March 8:- This day strong winds the
Agusta spoke ship Agusta of N.D. Lat 29-57 S.

Sunday March 9:- This day strong winds from
S.E. At 4 P.M. spoke ship Gen. Jackson of Bristol
saw 2 sails. Lat 29-48 S. Long. 177-38 W.

Monday March 10:- This day strong S.E. winds.
doubled reefed the. At 5 P.M. spoke ship Narra-
gansett of Nantucket. Lat. 29-22 S. Long. 177-38 W.

Tuesday March 11:- First part light winds from
S.E. At 5 P.M. spoke ship Tobacco Plant of
N.B. at night took in sail at day light set
all sail Lat. -29-22 S. Long. -176-25 W.

Wednesday March 12:- This day fine weather the
Lat. -29-19 S. Long. -177-17 W.

Thursday March 13:- This day pleasant and fine
weather. Lat Lat 29-59 S. Long. 177-55 W.

Friday March 14:- First part, light winds and

fine pleasant weather. At night saw Macaulay's Island
and Curtis Island, took in the light
sails. At day-light set all sail. At 7
A.M. saw sperm whales, at 10 lowered
and killed one; at 1 P.M. took him to the ship.

Saturday March 15. - This day cut in the
whale and commenced boiling, blowing
a gale from S.E. At 7 A.M. stopped boil-
ing. Lat. $30-42$ S. Long. $-179-23$ W.

Sunday March 16. - First blowing a gale took
in the fore-sail and waist-boat. Middle and latter
more moderate began boiling again Lat. $30-47$ S. Long. $179-40$

Monday March 17. - First strong winds. -
finished boiling Middle and latter calms. Lat. $30-52$
South Long. $-179-44$ E.

Tuesday March 18. - First part, light wind
and dark cloudy weather. At day-light began stowing,
at noon finished. Middle and latter calms. Lat. $31-00$ S.
Long. $-179-50$ W.

Wednesday March 19. - First part light
air from the south. At 4 P.M. saw
whales, lowered, caught one. at dark
took him to the ship and took in sail, at day-
light began cutting, at 9 A.M. finished Lat. $30-50$
South Long. $-179-31$ E.

Thursday March 20. - This day finished
boiling fine weather. Lat. $31-02$ S. Long. $-179-33$ E.

Friday March 21. - This day fine pleasant -
weather stowing down the. Lat. $31-45$ S. Long. $-178-58$ E.

Saturday March 22. - This day fine weather
spoke ship James Soper of Nantucket. Lat. $31-58$ S. Long. $-177-50$ E.

Sunday March 23. - This day strong winds
doubled reefed top-sails. Lat. $31-06$ S. Long. $-177-43$ E.

Monday March 24. - This day strong winds

J. Soper
29 mo out
16 5 0 S.
oil.

and cloudy weather. Lat. $32-08$ S. Long. $178-09$ E

Tuesday March 25.—First strong winds—
Middle and latter squally and rainy. Lat. $31-36$
Lat. $178-12$ E.

Wednesday March 26.—First strong winds.
Middle and latter more moderate. Lat. $32-32$ S Long. $178-43$ E.

Thursday March 27.—This day strong breezes
Lat. $33-16$ S. Long. $179-58$ West

Friday March 28.—First part blowing strong
from E. N. E. At 4 P. M. got all sail in, blowing a gale
and raining. Middle and latter blowing heavy, at 9 P.
M. took in the fore-sail. At 11 A. M. took in the main
top-sail No. obs. Lat by D. R. $33-45$ S. Long. $179-40$ W.

Saturday March 29.—First, blow a gale, Middle
and latter more moderate, set all sail heading N.
Lat. $32-59$ S. Long. $178-27$ W.

Sunday March 30.—First, light winds and
thick weather. At 11 A. M. saw sper whales. Employed
working to windward after the whales. Lat. $31-27$ South
Long. $177-30$ W.

Monday March 31.—First part fresh winds and
squally. At 1 P. M. lowered and struck one with
2 boats, one struck was perfect, the other got cut
with an iron. At night took come on board and
took in the light sails. At 7 A. M. saw whales lowered
and killed one At 11 took him to the ship. Lat. $38-41$
South Long $177-53$ W.

Tuesday April 1.—First part, calm, at
meridian commenced cutting, at 4 P.
M. got the body in, saw whales, lower-
ed and killed one; at 9 P. M. got the
whale to the ship. Middle calm. At
day light began cutting. At noon finish-
ed the last whale, the other head still along side. See
Lat. $31-47$ S. Long $177-48$ W.

Wednesday April 2:— First, strong winds
and squally, at 2 P.M. got the other head in. At
9 rainy head to stop boiling, blowing strong. Fire
at 7 began boiling again. Lat.—32-08 S. Long.—178-18

Thursday April 3:— This day strong winds
and dark cloudy weather, stowing down fire.—
Lat.—32-00 S. Long.—177-51 W.

Friday April 4:— First part calm and
clear. Mid. the same. Latter light winds. At 6 A.M.
saw a large whale, at 8 A.M. lowered, boat off fire.
Lat.—31-53 S. Long.—177-57 E.

Saturday April 5:— At 1 P.M. struck
and killed the whale. At 3 took him
to the ship and began cutting.
At night got the body in and took in sail.
At day-light took the head and began cutting.
Lat 32-00 S. Long 177-48 W.

Sunday April 6:— First strong winds
Middle and latter the same. Employed boiling
and stowing oil in the fore hold. No obs.

Monday April 7:— First, strong N.E. winds
and rainy. Middle rainy. Latter clear and moderate.
Lat 32-12 S. Long.—176-23 W.

Tuesday April 8:— This day light winds
employed stowing oil and setting up stooks. Lat.—31-42
South. Long.—177-26 West.

Wednesday April 9:— First, strong E. winds
At 6 A.M. saw a sperm whale, lowered, got
up to him and missed him; saw more
to the windward. Latter working to the windward after
them. Lat.—31-55 S. Long.—178 W.

Thursday Apr. 10:— This day strong winds
working to windward after the whale. At 4 P.M. blow-
ing a gale gave it up and took in sail. No obs.

Friday April 11:— First blowing a strong

Remarks from F. Boock towards Otaheite A.D. 1845

gale Middle and latter moderate and calm Lat. 32-30 S. Long. - 177-01 W.

Friday April 12: - This day fine pleasant weather. Lat. - 31-40 S. Long. - 176-10 W.

Saturday April 13: - This day the same as yesterday Lat. - 31-10 S. Long. - 177-00 W.

Sunday April 14: - First fresh wind. Middle and latter light winds and pleasant weather. Lat. - 31-44 South Long. - 174-16 W.

Tuesday April 15: - This day fine weather, steering E. by S. Lat. - 31-41 S. Long. - 172-49 W.

Wednesday April 16: - This day fine weather, setting up shooks &c (for water) Lat. - 32-11 S. Long. - 170-4 W.

Thursday April 17: - First, strong winds and squally. Middle, heavy thunder and sharp lightning rainy, latter, breezing under single reefed topsails. Lat. by D.B. 32-15 S. Long. .. 167-00 W.

Friday April 18: - First part, strong gales from the south, turned up the boats &c. Middle and latter, same. Lat. - 31-24 S. Long. - 165-50 W.

Saturday April 19: - First, blowing a severe gale from S.E. W. steering E.N.E. under short sail. Middle and latter moderate, got all sail set. Lat. - 30-31 S. Long. 161-52 W.

Sunday April 20: - This day strong W.S.W. winds, all sail set. Lat. - 30-05 S. Long. - 159-55 W.

Monday April 21: - This day strong winds and rainy heading N.E. by E. Lat. - 29-30 S. Long. - 156-30 W.

Tuesday April 22: - This day begins with light air raining &c. Latter squally Lat. by D.B. 28-45 S. Long. 155-00

Wednesday April 23: - First part, strong winds from the N. At 3 P.M. wind shifted to the south, set all sail. Middle part, rainy latter clear and calm. At 8 A.M. saw whales, lowered, and killed three; one took

Bermuda from S. Beach towards Mahuku A.D. 1845.

took the line, took the 2 to the ship. Lat. - 28-00 Long 154-00

Thursday April 24:- Two boats off after whales—
At 3 began cutting with 2 boats crew. At 5 finished cut-
ting, the boats came on board. At 6 began cutting the
other, at 7 finished and steered N.E. at 11 began boil-
ing. Middle and latter calms. Lat. - 27-47 S. Long. - 153-20 W.

Friday April 25:- This day the weather raining
Nothing of importance this day. Lat. - 26-35 S Long. - 152-47 W.

Saturday April 26:- First part, strong S.E. trade
Steering N.E. with all sail drawing. Middle and latter the
same, showing oil. Lat. - 23-53 S Long. - 151 16 W.

Sunday April 27:- This day the same. Nothing
worth note Lat. - 21-52 S Long. - 150-03 W.

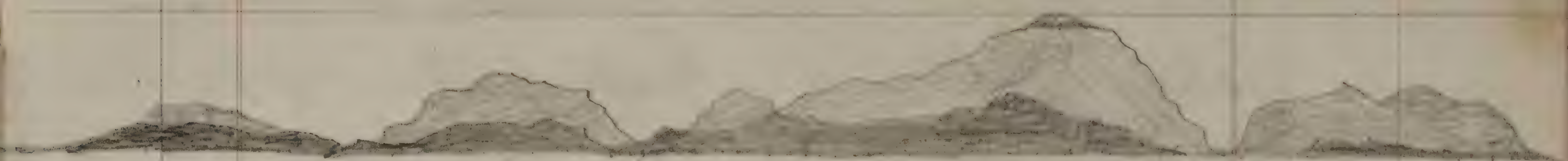
Monday April 28:- Nothing worth note this day
Lat. - 19-34 S Long. - 149-40 W.

Tuesday April 29:- This day light winds
beating N. At 6 P.M. saw Otaheite bearing N. by E.
Dist. 65 miles. At noon the land bearing N. Dist. 35-
miles. calms & got the anchors on the bow and bent
the chains. Lat. - 18-34 S. Long. - 149-28 W.

Wednesday April 30:- This day calms. Em-
ployed bending another mizen top-sail and main
top sail. Lat. - 18-27 S Long. - 149-28 W.

Thursday May 1:- First, calms and no pros-
pects of a breeze. Middle part, light winds. At day-light
close in to land. At 10 A.M. calms, got the boats ahead
and commenced towing, several canoes of Natives come
off with a little fruit. So ends between Tahiti and
Emao.

Friday May 2:- First part, calms all the
boats ahead towing. At 5 took a light breeze from
the south. Middle and latter light air and vari-
able. At 11 A.M. took a Pilot, at meridian came to an
chor in the harbour of Papeete in Tahiti one
of the Society Islands.



~ Olanita. ~

Remarks from Tahiti towards W. Rock, 1845

Saturday May 10. - First part employed unmooring and getting the large anchor up. At 4 P. M. all hands came on board, made preparations for sea. At 6 A. M. took the anchor and towed down towards the passage. At 7 took a light breeze off the land, set all sail, got out clear, and the Pilot left at 8 A. M. Latter took a strong breeze from S.W. stowed the anchors and unbent the starboard chain.

Sunday May 11. - First part, fresh S.W. winds. At 4 P. M. wet the hole for the first time. At dark 5 miles from Manu Is. bearing S.W. At 3 A. M. got past it and steered S.W. by W. Middle and latter fresh S.E. winds. Lat. - 18-18 S. Long. - 152-36 W.

Monday May 12. - First part strong trades steering S.W. with all sail drawing. Middle and latter more moderate. Lat. - 19-44 S. Long. - 154-23 W.

Tuesday May 13. - This day the same. employed repairing the mizen top-sail. Lat. - 21-06 S. Long. 156-50

Wednesday May 14. - First, light S.E. trades, all sail set. At day-light saw Mangear Island; shaped our course for Orutu or rather Lat. 21-29 S. Long. - 159-02 W.

Thursday May 15. - First part strong N.E. winds; steering W. by N. saw Orutu. At night took in light sails and heeled off. At dark the Island bearing W 5 miles. At day-light the Capt. went on shore on the east side of the Is. at the middle landing place. Employed getting of Potatoes, yams, wood and other recruits. Lying off and on.

Friday May 16. - Lying off and on. At 4 P. M. got off with a plenty of recruits. The Inhabitants of this Island are about the same look as those of Tahiti, all for a trade of some description or matters.

Remarks from Oranuta Towards Branch Rock A.D. 1845.

little with them what it is. Most of them have close of some sort, some with a fine white shirt on and no other close on, some with a pair of blue pantaloons and a fur hat on, some with the native kappas on which on they all wore before our good people the missionaries learned them to wear the fineries off and enlightened nation; one thing that belongs to a suit of clothes; and when they get this on (no matter what it is,) is enough to gratify themselves with, they have an idea that they look as well as the bells of New York city draped up in her fineries parading Broadway. There resides on this Island 3 English missionaries, a few Americans, that have left ships for some reason, and make this their home among the natives whose dispositions are said to be good towards Americans above all other nations. Middle part rainy and some thunder and lightning. Later light winds from N.W. & W. Lat. $21-23$ S. Long. $-160-05$ W.

Saturday May 17:—This day, light winds from S.W. Lat. $19-43$ S. Long. $-161-24$ W.

Sunday May 18:—This day light winds and calms. Lat. $19-25$ S. Long. $-162-10$ W.

Monday May 19:—This day calms and a light wind. Employed repairing the fore-sail. Lat. $19-02$ S.

Tuesday May 20:—This day the same as the day before. Lat. $19-24$ S. Long. $-162-19$ W.

Wednesday May 21:—This day the same. Lat. $19-22$ S. Long. $-162-29$ W.

Thursday May 22:—First, calms. Middle, the same. Latter, S.E. winds; steering S.W. Lat. $19-56$ S. Long. $-164-14$ W.

Friday May 23:—This day, fine S.E. trade; heading S.W. Lat. $21-38$ S. Long. $-166-34$ W.

Saturday May 24:—This day, the same. Lat. $23-10$ S. Long. $-168-00$ W.

Sunday May 25:—This day rainy, wind N.N.E. &c.

Remarks from Ourewa towards N Zealand A.D. 1845.

Lat. - 24 = 30 S Long. - 169 = 30 W

Monday May 26: - First part, strong winds from N.W. squally. Middle part, blowing a gale. Latter the same

Lat. - 24 = 57 S Long. - 170 = 48 W

Tuesday May 27: - First part, strong S. winds heading N. S. W. At 1 P.M. the gill split unbuttoned it, and bent another. At 2 P.M. set whole top-sails. Middle and

latter more moderate. At 11 A.M. saw whales, lowered and caught one. Lat. - 25 = 06 S Long. - 172 = 54 W

Wednesday May 28: - This day cut the whale in the. Lat. - 24 = 56 S Long. - 173 = 21 W

Thursday May 29: - This day dark cloudy weather and a strong breeze from N.E. Lat. - 25 = 00 S Long. - 172 = 30 W

Friday May 30: - This day strong winds from N.E. We employed stowing oil. Lat. - 25 = 07 S Long. - 173 = 26 W

Saturday May 31: - This day light winds from the N. and pleasant. Lat. - 25 = 36 S Long. - 175 = 34 W

Sunday June 1: - This day strong winds from the N. and rainy; luffed to No obs

Monday June 2: - First part, blowing a gale from the W. and raining lying to. Middle part the same: - Latter, clear and blowing hard. At 8 A.M. steered N.E. and set all sail. Lat. - 27 = 09 S Long. - 175 = 40 W

Tuesday June 3: - This day, blowing a gale from S.W. steering N by E. with all sail set. Lat. - 25 = 03 S Long. - 175 = 09 W

Wednesday June 4: - This day the same; at night luffed to. Lat. - 23 = 43 S Long. - 175 = 12 W

Thursday June 5: - This day strong winds from S.E. at night luffed to. At 10 A.M. saw Pelstert Island. Lat. - 22 = 31 S Long. - 175 = 50 W

Friday June 6: - This day steering to the N. all sail set. Lat. - 20 = 13 S Long. - 176 = 56 W

Remarks cruising near the Fiji Islands 1845.

Saturday June 7:— First blowing a moderate gale from E. S. E. Middle and latter the same. At 10 A.M. the waist boat got stove by a heavy sea, luffed to Lat. $-18=10$ S. Long. $-176=53$ W.

Sunday June 8:— This day strong breezes from E. S. E. set all sail. Lat. $-15=40$ S. Long. $-178=06$ W.

Monday June 9:— This day fresh winds from S. E. Lat. $-14=40$ S. Long. $-179=10$ E.

Tuesday June 10:— First, strong S. E. trades. At 4 P.M. took in sail. Middle and latter blowing a gale from S. E. At 10 A.M. saw Motunak, bearing N. by W. 30 miles. Lat. $-12=38$ S. Long. $-177=04$ E.

Wednesday June 11:— Moderate gales from S. E. steering N. W. by N. with all sail set, squally and rainy. Lat. $-10=02$ S. Long. $-175=26$ E.

Thursday June 12:— First part, strong S. E. — trades Middle and latter calms, employed painting boats. Lat. $-18=26$ S. Long. $-174=58$ E.

Friday June 13:— This day light winds and calms. Lat. $-07=09$ S. Chro. Long. $-174=22$ E. Dist. Long. $-174=27$ E.

Saturday June 14:— This day light winds, rainy, squally weather. Lat. $-4=38$ S. Long. $-173=58$ E.

Sunday June 15:— This day fine pleasant winds from S. E. Lat. $-02=26$ S. Long. $-173=30$ E.

Monday June 16:— First, pleasant and a light wind. Mid. and latter light squalls of rain N. by E.

Tuesday June 17:— First part, variable winds and heavy squalls of rain and wind. At night doubled reefed. Middle it thundered and lightning moderately. Latter clear and calms. So ends, quite warm. Lat. $01=01$ S. Long. $-172=54$ E.

Wednesday June 18:— This day clear and calm extremely warm and disagreeable. Lat. $-00=52$ S. — Long. $-173=10$ E.

Remarks cruising about Kings Mills Group 1845.

Thursday June 19:— This day light airs and calms. Lat. $1^{\circ}10'$ S. Long. $173^{\circ}45'$ E.

Friday June 20:— This day light airs and calms. Lat. $1^{\circ}00'$ S. Long. $174^{\circ}00'$ E.

Saturday June 21:— First part light wind. At 4 P.M. saw the Island of Sydenham bearing E. by S. dist. 25 miles. Middle and latter light squalls of rain. Lat. $0^{\circ}00'$ S. Long. $174^{\circ}21'$ E.

Sunday June 22:— This day light airs and calms. Lat. $0^{\circ}00'$ S. Long. $174^{\circ}44'$ E.

Monday June 23:— First part, light airs & wind from the N. Middle and latter the same; saw black-fish, lowered, without success. Sydenham bearing S.E. dist. 15 miles. Lat. $0^{\circ}00'$ S. Long. $174^{\circ}12'$ E.

The natives of this group, as yet remain in the savage ^{state}, generally; The males wear nothing on them, save a few trinkets which they wear for an ornament. These are of their own manufacture. The females wear around their body a tapper made of the bark of trees. A number of canoes came off to the ship to sell coconuts and mats for tobacco; (which they love beyond description.) Most of the natives that came off, both males and females were marked, or rather scarred all over their whole person by fighting with each other. — Their weapons of war are most of them, are made out of the teeth of sharks, which are plenty around these Islands. They have dirks, swords, knives and spears made out of these teeth, which they draw across each others flesh which lacerates it very bad. They appear pleasant when they come along side of the ship, but the minute a white person lands on their Islands he is killed and eaten (that is most generally) Last Feb. or March there was a French whale ship stopped here; they sent two boats crews on shore

Remarks from 78. M. Group to the Southward..... 1845

and that was the last they ever heard of them. — whether they murdered them or not no one knows but it is quite certain they all were murdered by the Natives. There is no missionaries on any of the Group as yet. They are said to be a happy and cheerful people.

Tuesday June 24:— This day light airs and calms
Lat. — 00 — 47 S. Long. — 174 — 14 E.

Wednesday June 25:— This day the same, saw a school of grampuses and one ship. Lat. — 01 — 00 S. Long. — 174 — 07

Thursday June 26:— This day light airs, rainy
Lat. — 01 — 39 S.

Friday June 27:— This day light airs and calms winds variable. Lat. — 2 — 39 S. Long. — 175 — 20 E.

Saturday June 27:— This day fresh winds from S.E. Lat. — 3 — 20 S. Long. — 175 — 44 E.

Sunday June 28:— This day strong E wind
Lat. — 4 — 16 S. Long. — 175 — 55 E.

Monday June 30:— This day strong S.E. winds several rain squalls. Lat. — 3 — 30 S. Long. — 175 — 28 E.

Tuesday July 1:— This day strong winds from S.E. and rainy. Lat. — 4 — 33 S. Long. — 175 — 00 E.

Wednesday July 2:— Most of this day squally and rainy. Lat. — 5 — 01 S. Long. — 175 — 23 E.

Thursday July 3:— This day light airs and calms
Lat. — 5 — 50 S. Long. — 175 — 22 E.

Friday July 4:— This day light airs and calms
Lat. — 6 — 12 S. Long. — 175 — 29 E.

Saturday July 5:— This day calms. Lat. — 6 — 08 S. Long. — 175 — 20 E.

Sunday July 6:— This day calms. Lat. — 6 — 08 S. Long. — 175 — 40 E.

Monday July 7:— This day light airs. Lat. — 7 — 58 S. Long. — 175 — 37 E.

Tuesday July 8:— First pleasant winds from E.S.E.

Remarks from 4th. M. to the Larchard... A. D. 1845.

all sail set. Middle and latter heavy squalls. The gill blew from the rope. Lat. - by dr. 10-00 S. Long. - 174-15

Wednesday July 9: - This day squally and rainy. Lat. - 11-02 S. Long. - 173-39 E.

Thursday July 10: - This day blowing a moderate gale from S.E. by E. under doubled reefed top-sails. Lat. 12-33 S. Long. - 172-32 E.

Friday July 11: - This day blowing a gale from S.E. Lat. - 13-26 S. Long. - 171-02 E.

Saturday July 12: - This day strong gales from S.E. turned up the boats. At 10 P.M. luffed to aback; at day-light steered N.W. with doubled reefed top-sails and courses. Lat. - 13-45 S. Long. - 168-15 E.

Sunday July 13: - This day blowing heavy at 2 P.M. saw the Bank's Islands at night bearing N. 20 miles, saw Star Island bearing S.S.W. 40 miles, hereabouts till day-light and steered S.W. Lat. - 14-21 S. Long. - 166-47 E.

Monday July 14: - First, strong trades heading S.W. under doubled reefed top-sails. At 4 P.M. set all sail under the lee of Cumberland Point. Latter blowing strong doubled reefed. Lat. - 14-52 S. Long. - 165-58 E.

Tuesday July 15: - This day blowing a moderate gale from S.E. with rain and a heavy sea running, latter lying to Lat. - by dr. 16-02 S. Long. - 174-00 E.

Wednesday July 16: - This day strong gales and torrents of rain. Lat. - 16-46 S. Long. - Dist. 163-12 East.

Thursday July 17: - This day light winds and pleasant weather. Lat. - 17-25 S. Long. - 162-10 E.

Friday July 18: - This day wind from the

Remarks from W. M. Group to the South 1845.

South backing every 2 hours all night. Lat. -18-15 S.
Long. -162-30 E.

Saturday July 19: - This fine weather. Lat. -18-56 S. Long. -162-10 E.

Sunday July 20: This day fresh winds from S. S. E. saw a school of black fish.

Monday July 21: - This day pleasant breezes from S. E. Lat. -20-12 S. Long. -161-57 E.

Tuesday July 22: - This day light airs and calms. saw a large breach. Lat. -20-26 S. Long. -162-28 S. East

Wednesday July 23: - This day light airs and pleasant. Lat. -20-35 S. Long. -163-09 E.

Thursday July 24: - This day the same. Lat. -20-58 S.

Friday July 25: - This day fresh breezes from S. S. E. all sail set, steering S. E. saw the Isle of New Caledonia bearing E. N. E. dist 20 miles

Saturday July 26: - This day moderate gales from S. W. Lat. -24-04 S. Long. -167-58 E.

Sunday July 27: - This day moderate gales from S. W. Lat. -24-14 S. Long. -171-16 E.

Monday July 28: - This day light airs and calms, a very high swell running. Lat. -24-23 South Long. -172-50 E.

Tuesday July 29: - This day the same. Lat. -24-51 S. Long. -174-14 E.

Wednesday July 30: - This day light airs and pleasant. Lat. -24-58 S. Long. -175-06 E.

Thursday July 31: - This day light airs and calms. Lat. -25-40 S. Long. -175-40 E.

Wednesday Aug. 1: - This day light airs

and calms; saw some species the food of Sperm whale
Sat. - 25-57 S. Long. - 175-50 E

Saturday Aug. 2: - This day light air,
calms and rainy. Lat. - 25-57 S. Long. - 176-50 E

Sunday Aug. 3: - This day strong NE
winds and some rain. Lat. - 27-32 S. Long. - 178-40 E.

Monday Aug. 4: - This day fresh winds
from SE and some rain. Lat. - 28-01 S. Long. - 179-12 E.

Tuesday Aug. 5: - This day moderate
gales from SE. Lat. - 28-03 S. Long. - 178-52 W.

Wednesday Aug. 6: - This day strong -
breeze from S.W. employed setting up the f-
and after stays. Lat. - 27-32 S. Long. - 176-02 W.

Thursday Aug. 7: - This day, fine breeze
from N.W. Lat. - 25-57 S. Long. - 175-10 West.

Friday Aug. 8: - This day the same. Lat.
25-30 S. Long. - 179-50 W

Saturday Aug. 9: - This day light air
and variable. Lat. - 25-30 S. Long. - 173-55 W.

Tobacco Plant Sunday Aug. 10: First part, light air
SE mod and variable, one ship in sight. Mid.
1200 ~~Spinn~~ idle and latter calms; spoke ship Tobacco

Plant of N. Bedford. Lat. - 25-16 S. Long. -
174-30 West.

Tuesday Aug. 12: - This day light air
and calms. Lat. - 24-57 S. Long. - 174-06 W.

Wednesday Aug. 13: - This day light wind
and cloudy. Lat. - 24-31 S. Long. - 173-09 W.

Thursday Aug. 14: - This day strong winds
Lat. - 24-43 S. Long. - 174-00 W.

Friday Aug. 15: This day light air and
calms. Lat. - 25-15 S. Long. - 175-21 W.

Saturday Aug. 16: - This day the same
Lat. - 25-18 S. Long. - 175-50 West

Sunday Aug. 17: - This day light air Lat. - 26-24 Long. - 176-24

Remarks cruising about Sunday Island A.D. 1845.

Monday Aug. 18: - This day light airs and calms
Lat. 28-04 S Long. - 176-45 West

Tuesday Aug 19: - This day fresh winds from
S. S. W. Lat. - 28-02 S Long. - 176-40 W.

Wednesday Aug. - 20: - This day strong breezes
and squally. Lat. - 28-23 S. Long. 176-38 W.

Thursday Aug. 21: - This day calms At 4 P.M.
saw a sperm whale, lowered, without success. -
Lat. - 28-40 S Long. - 176-35 W.

Friday Aug 22: - This day a moderate gale
from N.W. Lat 28-10 S Long. - 176-09 W.

Saturday Aug. 23: - This day a fine breeze
from S.W. Lat. - 28-45 S. Long. - 176-26 W.

Sunday Aug 24: - This day fresh winds from
the W. Lat. - 30-00 S. Long. - 176-30 W.

Monday Aug 25: - This day a moderate gale
from S. S. W. Lat 29-48 S. Long. - 178-00 W.

Tuesday Aug 26: - This day strong S. S. E. wind
Lat. - 31-00 S Long. - 177-55 W.

Wednesday Aug 27: - This day calms; at night
set whole watches; steering N. S. W. Lat. - 29-52 S. Long. -
178-34 East

Thursday Aug. 28: - This day light winds
from S.E. employed setting up stools for water. -
Lat. - 31-00 S. Long. - 177-28 E.

Friday Aug. 29: - This day fine winds from -
N. N. E. rainy Lat. - 33-26 S. Long. - 175-28 E.

Saturday Aug. - 31: - This day light winds from
N.W. staked the anchor and banded the small char

Sunday Sept. 1: - This day strong winds from
the N.; at 4 P.M. saw the land bearing W 25 miles
saw a ship to the windward. Lat. - 35-00 S Long. - 174-35 E.

Monday Sept 2: - This day working to the wind-
ard towards Cape Bren. A ship, brig and 2 schooners
in sight also, several small sails and the ship J. Plant

Tuesday Sept 3:- First part, working
up towards Cape Brun in sight of the Bay
of Islands. At 1 P.M. spoke a small schooner
from Auckland, that gave us the information
that the Bay of Islands was blockaded. At 3
P.M. squared the yards and steered for the port
of Auckland. At 4 P.M. got a Pilot from a
small schooner, the Tobacco Plant, on up with us.
At night the Ben and Chickens bearing S.E. 16
miles.

Wednesday Sept. 4:- First part, strong
winds from S.W. working from the little Barrier
towards Auckland. At night 15 miles from
North Head off the Harbour. Mild and latter
light, air and calm. At 8 A.M. came to
anchor in Auckland Harbour.

Tuesday Sept. 15:- First part, light air and calms. All hand on board save the Carpenter. Middle calms and thick fog. At 7 A.M. took the anchor and towed down out of the harbour.

Wednesday Sept. 16:- First part, light N.E. winds backing often, trying to work against the wind and tide middle the same. At 11 A.M. blowing a gale from N.E. raining, doubled reefed and steered for a harbour.

Thursday Sept. 18:- First part, blowing a gale from N.E. running for a harbour under short sail. At 5 P.M. came to anchor between Bangatote and N. Head. At 4 A.M. wind shifted to the South called all hands and got under way, stowed the anchors and unbent the chains.

Friday Sept. 19:- This day, blowing strong from S.W. steering E.N.E. Lat. $35-35$ S. Long. $176-05$ E.

Saturday Sept. 20:- This day strong breezes from S.E. Lat. $35-08$ S. Long. $177-00$ E.

Sunday Sept. 21. This day the same Lat. $34-40$ Long. $177-58$ E.

Monday Sept 22:- This day, fine winds from S.E. $34-52$ S. Long. $177-35$ E.

Tuesday Sept. 23:- This day fine W winds and pleasant, Lat. $34-50$ S. Long. 179 W.

Wednesday Sept. 24:- This day the same Lat. $34-34$ S. Long. $176-57$ West.

Thursday Sept. 25:- This day the same Lat. $35-00$ Long. $175-10$ W.

Friday Sept. 26:- This day fresh winds from N.E. Lat. $36-02$ S. Long. $174-46$ W.

This day strong winds and a gale from N.E. at 5 P.M. saw 2 right whales, took in all sail and luffed to. Lat. $36-26$ S. Long. $175-21$ W.

Sunday Sept. 27:- This day light airs and calms Lat. $36-53$ S. Long. $174-44$ W.

Monday Sept. 28:—First part, light airs and calms. Middle and latter blowing a gale from S. W. lying to Lat. 36-20 S. Long. 175-10 W.

Tuesday Sept. 29:—This day the same Lat. 35-50 S. Long. 175-13 W.

Wednesday Sept. 30:—This day light easterly winds. Lat. 35-58 S. Long. 174-44 W.

Thursday Sept. 1:—This day strong N.E. winds, caught one blackfish. Lat. 37-10 S. Long. 173-55 W.

Friday Oct. 2:—The same Lat. 36-36 South Long. 174-18 W.

Saturday Oct. 3:—This day wind N.N.E. and pleasant. Lat. 35-23 S. Long. 174-21 W.

Sunday Oct. 4:—This day light N.E. winds and fine weather. Lat. 34-18 S. Long. 173-10 W.

Monday Oct. 5:—This day fresh S.E. winds. At 3 P.M. saw 2 right whales going quick, lowered, no success. At 11 A.M. saw a right whale, lowered, got none. Lat. 33-42 S. Long. 173-45 W.

Tuesday Oct. 6:—This day calms, chasing whales &c. Lat. 33-40 Long. 174-00 W.

Wednesday Oct. 7:—This day light airs from N.N.E. At 8 A.M. saw whale, got none. Lat. 33-44 Long. 173-45 W.

Thursday Oct. 8:—This day light airs from N.E. saw whales, got none. Lat. 34-13 S. Long. 174-36 West.

Friday Oct. 9:—This day strong N.E. winds chasing whales, got none. Lat. 34-30 S. Long. 174-18 W.

Saturday Oct. 11:—This day, light air from N.N.W. At 4 saw whale, lowered, killed one at 6 took him to the ship. Lat. 34-46 S. Long. 174-40 W.

Sunday Oct. 12:—This day, moderate gales from N.W. Lat. 34-20 S. Long. 174-58 W.

Monday Oct. 13: - This day, strong winds from N.E. Lat. - 34-15 S. Long. - 175-01 W

Tuesday Oct. 14: - This day, light air saw whales, lowered, caught one at 9 A.M. took him to the ship. Lat. - 34-20 S. Long. - 175-18 W

Wednesday Oct. 15: - This day a strong breeze W.N.W. saw a whale to windward, lowered, struck, iron drew but him. Lat. - 34-39 S. Long. - 175-08 W

Thursday Oct. 16: - This day strong westerly winds, saw whales, lowered got nothing. Lat. - 34-00 S. Long. - " 174-00 W

Friday Oct. 17: - This day blowing a moderate gale from S.E. W. with rain, saw whales, lowered got none Lat. - 34-25 S. Long. - 175-55 W

Saturday Oct. 18: - This day the same saw plenty of fin-backs. Lat. - 33-49 S. Long. - 174-00 W

Sunday Oct. 19: - This day begins with calms, saw whales, lowered got none middle and latter light winds saw whales going quick; all sail on steering for the whales Lat. - 33-48 S. Long. - 174-52 W

Monday Oct. 20: - First part light winds; at 1 lowered chased the whales, going quick came on board; at 4 lowered again struck 2 whales killed one; the iron drew from the other. At night took him to the ship. Lat. - 35-50 S. Long. - 174-20 W

Tuesday Oct. 21: - This day strong winds from N.N.E. and rainy Lat. - by D.R. 35-00 S. Long. - 175-00

Wednesday Oct. 22: - This day fine pleasant - fringes from S.W. Stowing oil. Lat. - 35-13 S. Long. - 175-00 W

Thursday Oct. 23: - First part light westerly winds, at 9 A.M. saw whales, lowered struck 3 and killed them Lat. - 35-43 S. Long. - 174-40 W

Friday Oct. 24: - First part fine weather all of whaling. At 4 P.M. got one whale to the ship, waved 2 of them being too far from the ship and leave them, middle and latter strong winds and squally; at day-light made sail to look for the other 2 whales. Lat. -

35-50 S. Long. - 175-02 W.

Saturday Oct. 25: - This day strong winds from S.W. look for the dead whales. Lat. - 35-30 S. Long. - 176-55 W.

Sunday Oct. 26: - This day a moderate gale from N.E. finished baling. Lat. - 36-00 Long. - 174-56 W.

Monday Oct. 27: - This day moderate gales from S.W. saw 2 whales to windward. Lat. - 35-30 S. Long. - 174-33 W.

Tuesday Oct. 28: - This day blowing a gale from S.W. saw whales to Lat. - 35-29 S. Long. - 174-14 W.

Wednesday Oct. 29: - This day strong gales from S.S.W. Lat. - 35-02 S. Long. - 174-45 W.

Thursday Oct. 30: - This day moderate gales from W.S.W. Lat. - 35-16 S. Long. - 174-07 W.

Wednesday Oct. 31: - This day blowing a moderate gale from S.S.W. Lat. - 35-16 S. Long. - 173-34 W.

Saturday Nov. 1: - This day strong S.W. winds and foggy. Lat. - 35-24 S. Long. - 174-19 W.

Sunday Nov. 2: - This day fresh S.W. winds and clear. Lat. - 35-39 S. Long. - 174-50 W.

Monday Nov. 3: - This day fine pleasant breezes from S.S.W. Lat. - 34-55 S. Long. - 175-10 W.

Tuesday Nov. 4: - This day light breeze and calms. Lat. - 35-08 S. Long. - 173-20 W.

Wednesday Nov. 5: - This day the same - Lat. - 34-30 S. Long. - 170-15 W.

Thursday Nov. 6: - This day fresh easterly winds and hazy weather at day-light saw a right whale close to the ship shot in thick fog. Lat. - $35=03$ Long. - $168=40$ W

Friday Nov. 7: - This day fine westerly winds Lat. - $35=20$ S. Long. - $167=01$ W.

Saturday Nov. 8: - This day light airs from the N. At 9 A.M. saw whales lowered, caught one; at 11 took him to the ship. Lat. - $35=26$ Long. $165=25$ W.

Sunday Nov. 9: - This day fine weather, wind N.E. Lat. - $35=17$ S. Long. - $164=50$ W.

Monday Nov. 10: - This day the same, freshened boiling, saw whales, lowered, got none Lat. - $35=44$ South Long. - $165=17$ W.

Tuesday Nov. 11: - This day fine weather, At 4 P.M. saw whales to the windward, lowered, no success Lat. - $35=29$ S Long. - $165=14$ W.

Wednesday Nov. 12: - This day strong W.S.W. winds Lat. - $35=37$ S Long. - $165=14$ W.

Thursday Nov. 13: - This day moderate gales from S.E. thick weather. Lat. - I. R. $34=51$ S. Long. - $164=15$ W.

Friday Nov. 14: - This day the same. Lat. $35=35$ S Long. - $166=12$ W.

Saturday Nov. 15: - This day strong S winds, picked up a line hook. Lat. - $36=10$ S. Long. - $164=55$ W.

Sunday Nov. 16: - This day fresh S.S.W. winds - Lat. - $34=57$ S. Long. - $168=47$ W.

Monday Nov. 17: - This day moderate gales from S.W. Lat. - $35=43$ S. Long. - $162=13$ W.

Tuesday Nov. 18: - This day fresh winds from S.W. At 7 A.M. saw whales lowered struck 2 - one sunk, the iron drew from the other Lat. $36=14$ S. Long. - $161=00$ W.

Wednesday Nov. 19: - This day light airs

and calms. At 1 P.M. lowered, sunk another whale
At 6 P.M. lowered, caught one. Lat. $36-08$ S. Longitude
 $161-31$ West

Thursday Nov. 20: - This day blowing strong
from the N. At 1 P.M. lowered, killed
ed one whale at 8 took him to the
Ship spoke Elizabeth of Trenton Mass. Lat. $36-01$ S.
Long. $160-54$ W.

16 mo. out. Friday Nov. 21: - This day light winds. At 1
1000 M.O. spoke ship Gold Hunter of Fall River Mass
Gold Hunter Lat. $36-18$ S. Long. $159-20$ W.

25 mo. out. Saturday Nov. 22: - This day blowing a gale
1200 M.O. from S.W. finished boiling. Lat. $35-58$ S.
Long. $159-23$ W.

Sunday Nov. 23: - This day, blowing a
gale from S.W. Lat. $36-18$ S. Long. $157-30$ W.

Monday Nov. 24: - This day the same. Lat. $35-38$ S. Long. $156-15$ W.

Tuesday Nov. 25: - This day strong winds
from N.W. Lat. D. Br. $36-00$ S. Long. $156-00$ W.

Wednesday Nov. 26: - This day moderate
gales from S.E. and rainy. Lat. $36-44$ S. Longitude
 $155-42$ W.

Thursday Nov. 27: - This day fine weather
and light S.W. winds. Lat. $38-12$ S. Long. $154-11$ W.

Friday Nov. 28: - This day strong N.W. winds
and rainy. Lat. $39-40$ S. Long. $154-30$ W.

Saturday Nov. 29: - This day light winds
and rainy. Lat. $40-13$ S. Long. $154-38$ W.

Sunday Nov. 30: - This day blowing a gale
from N.W. Lat. $41-30$ S. Long. $154-59$ W.

Monday Dec. 1: - This day blowing a gale
from N.W. Lat. $41-23$ S. Long. $154-03$ W.

Tuesday Dec. 2: - This day blowing a gale
from N.W. Lat. $41-38$ S. Long. $154-18$ W.

Wednesday Dec. 3:— This day fine breezes from N.W. Lat. - 42-10 S. Long. - 154-30 W.

Thursday Dec 4:— This day strong westerly winds Lat. - 41-32 S. Long. - 154-10 W.

Friday Dec. 5:— This day strong winds from N.W. set 3 watches and headed as near French Rock as the wind will admit. Lat. - 41-08 South Long. - 156-22 W.

Saturday Dec 6:— This day blowing strong from the N. Lat. - 40-30 S. Long. - 155-46 W.

Sunday Dec 7:— This day strong N.W. winds Lat. - 39-37 S. Long. - 155-27 W.

Monday Dec. 8:— This day the same Lat. - 38-58 S. Long. - 156-06 W.

Tuesday Dec. 9:— This day light winds from N.W. Lat. - 38-30 S. Long. - 157-47 W.

Wednesday Dec. 10:— This day strong S.W. winds squally and rainy. Lat. - 36-47 S. Long. - 158-58 W.

Thursday Dec. 11:— This day strong W.S.W. winds saw 2 ships Lat. 35-05 S. Long. - 159-26 W.

Friday Dec. 12:— The same Lat. - 33-00 South Long. - 160-17 W.

Saturday Dec 13:— This day light W.S.W. winds Lat. - 31-21 S. Long. - 161-28 W.

Sunday Dec 14:— This day the same. - Lat. 30-28 S. Long. - 162-04 W.

Monday Dec. 15:— This day light airs from W.N.W. Lat. 30-39 S. Long. - 163-44 W.

Tuesday Dec 16:— This day fine pleasant breezes from the N. set for P.M. steering sail. Lat. - 30-38 S. Long. - 165-53 W.

Wednesday Dec. 17:— This day light wind from the W. Lat. - 29-38 S. Long. - 166-06 W.

Thursday Dec. 18:— This day fresh S.E.W.

wind. Sat. - 28 = 01 S. Long. - 167 = 05 W

Friday Dec. 19: - This day pleasant wind from W.S.W. Lat. - 27 = 01 S. Long. - 167 = 47 W

Saturday Dec. 20: - This day light wind from the W. Lat. - 26 = 23 S. Long. - 168 = 00 W

Sunday Dec. 21: - This day light wind from the E. Lat. - 26 = 14 S. Long. - 179 = 01 W

Monday Dec. 22: - This day the same Lat. - 26 = 13 S. Long. - 170 = 30 W

Tuesday Dec. 23: - This day calms Lat. - 25 = 48 Long. - 171 = 24 W

Wednesday Dec. 24: - This day fresh S.S.W. winds and pleasant Lat. - 25 = 00 S. Long. - 172 = 53 W

Thursday Dec. 25: - This day light S.S.W. winds Lat. - 25 = 00 S. Long. - 173 = 30 W

Friday Dec. 26: - This day light air and calm Lat. - 25 = 00 S. Long. - 174 = 19 W

Saturday Dec. 27: - This day calms Lat. - 25 = 15 S Long. - 174 = 42 W

Sunday Dec. 28: - This day calms and light air; at 10 A.M. saw sperm whales lowered killed 2 Lat. 25 = 47 South got a boat stove bad Long. - 175 = 08 West.

Monday Dec. 29: - This day light E winds; at 3 P.M. took the whales to the ship. Lat. - 25 = 47 S. Long. - 175 = 16 W

Tuesday Dec. 30: - This day calms and light easterly winds. at 5 P.M. spoke ship Mount Vernon of Nantucket. Lat. - 25 = 52 S. Long. - 175 = 16 W

Wednesday Dec. 31: - This day light easterly winds and pleasant weather Thus ends the year 1845. Lat. - 25 = 52 S. Long. - 175 = 16 W

January 1 A.D. 1846.

Thursday Jan 1: - This day calms. Lat. - 25 = 43 Long. - 175 = 18 W

Friday Jan. 2: - This day light air from S.W. Lat. - 25-22 S. Long. - 174-45 W.

Saturday Jan. 3: - This day the same. Lat. - 25-19 S. Long. - 174-38 W.

Sunday Jan. 4: - This day the same. Lat. - 25-43 South Long. - 176-37 W.

Monday Jan. 5: - This day fresh winds from the west. Lat. - 26-47 S. Long. - 176-30 W.

Tuesday Jan. 6: - This day the same. Lat. 28 07 S Long. - 177-04 W.

Wednesday Jan. 7: - This day This day the same Lat. - 28-44 S. Long. - 177-08 W.

Thursday Jan. 8: This day light air from N.E. at 7 A.M. saw Sunday Island bearing S.S.W. dist. 15 miles Lat. 29-05 S. Long. - 178-00 W.

Friday Jan. 9: - This day light N. winds and pleasant; at 2 P.M. 2 boats went in shore for to get some fish; at night came of with a few fish.

Saturday Jan. 10: - This day fresh winds from N.E.; at 9 P.M. spoke ship M. Vernon again no more oil. Lat. - 29-14 S. Long. - 177-38 W.

Sunday Jan. 11: - This day fresh S.W. wind saw 2 ships, saw whales lowered, no success. Lat. no obs.

Monday Jan. 12: - This day calms spoke ship Elizabeth of N Bedford 2 ship in sight. saw whales lowered, proved to be square head and grampuses of Island bearing W 15 miles.

Tuesday Jan. 13: - This day fresh winds from E.N.E. at 4 P.M. spoke ship Henry Astor of Nantucket strong gales from S.E. of Island bearing W. 80 miles.

Wednesday Jan. 14: - This day fresh winds from S.E. Lat. - 28-21 S. Long. - 176-33 W.

Friday Jan. 15: This day the same. Lat. 25-08 S
Long. -175-23 W

Saturday Jan. 17: This day strong E.S.E.
At 11 saw sperm whales. Lat. 25-34 S. Long. -175-49 W

Sunday Jan. 18: This day fresh S.E.
winds; at 2 P.M. lowered, killed
2 got a boat stove. Lat. 25-26 S
Long. -176-26 W

Monday Jan. 19: This day the
same; cut in the whales. Lat 25-56
Long. -177-13 W. spoke ship Manhattan of Sag-
Manhattan Harbour

26 mo out; Tuesday Jan 20: The day strong S.E.
25 to W winds. Lat. -26-01 S Long. -177-00 W

Wednesday Jan 21: This day the same
Lat. -25-31 S Long. -176-53 W

Thursday Jan. 22: This day the same
Lat. -25-37 S Long. -177-30 W

Friday Jan. 23: This day blowing a
gale from S.E. Lat. -26-11 S Long. -178-45 W

Saturday Jan 24: This day the same
Lat. -26-57 S Long. -179-57 E.

Sunday Jan 25: This day strong S.E.
winds. Lat. -28-06 S Long. -178-53 East

Monday Jan. 26: The same Lat. -29-31
Long. -177-45 East

Tuesday Jan. 27: This day strong S.E.
winds. Lat. -30-57 S Long. -177-19 E.

Wednesday Jan. 28: This day light air
from S.E. At 1 P.M. saw sperm whales
lowered got none - At day-light saw
whales lowered, struck and killed one
with the iron line parted, lost him
Lat 30-57 S Long. -177-46 E.

Thursday Jan. 29: This day light

southerly winds; at 6 A.M. saw whales, lowered -
killed one; at 11 took the whale
to the ship; got a boat stove Lat.
37-27 S Long 178-29 E.

Friday Jan. 30: This day the same cut in
the whale. Lat. - 31-18 S. Long. - 177-52 E.

Saturday Jan 31: - This day strong S.E. winds
finished boiling Lat. - 31-31 S. Long 178-28 E.

Sunday Jan 1: - This day fresh S.W. winds
and moderate gales Lat. - 31-40 S. Long. - 178-06 E.

Monday Feb. 2: - This day blowing fresh from
the South Lat. - 31-13 S. Long. - 178-28 E.

Tuesday Feb. 3: - This day the same Lat. - 31-40
Long. - 179-40 E.

Wednesday Feb 4: - This day moderate gales -
from S.W. thick weather. Lat. - 31-47 S Long. - 179-03 W.

Thursday Feb. 5: - This day fresh S.W. winds
At 4 P.M. saw French Rock At 7 A.M. spoke ship
Cortes, Cortes, at 10 spoke ship James Monroe of Fair
Haven. Lat. - 31-31 S.
43 mo out
15-00 S.

Friday Feb 6: - This day the same saw black
fish lowered killed 3 in company with ship
James Monroe and Cortes Lat. - 31-24 South
Long. - 178-19 W.
James Monroe
21 mo out
8-00 W 7-00 S

Saturday Feb 7: - This day light S.E. winds
in company J Monroe spoke ship Mary Ann
of Fair Haven, also, Jefferson of Sag Harbour
Lat. 30-50 S Long. - 177-44 E.
Mary Ann
14 mo out

Sunday Feb 8: - This day fresh winds from
S.E. Lat. - 31-04 S. Long. - 178-13 E.
15-00 W.
Jefferson

Monday Feb. 9: - This day light winds from
S.E. Lat. - 31-12 S. Long. - 178-08 E.
6 mo out

Tuesday Feb 10: - This day strong S.E. winds at
6 A.M. saw sperm whale lowered no suc-
cess. Lat. - 31-01 S. Long. - 177-51 E.

Wednesday Feb 11: - This day fresh winds from S.E. at 1 struck and killed a sperm whale Lat- 31-00 Long. 177-38 E. cut in the whale

Thursday Feb 12: - This day light winds and pleasant Lat. - 32-03 S Long. - 177-02 E

Friday Feb 13: - This day light winds from the N at set 3⁰⁰ watches and shaped our course for the port of Auckland New Zealand. 3 ships in sight. Lat. - 32-56 S Long. - 176-13 E

Saturday Feb 14: - This day light airs from N.W. Lat. - 34-00 S Long. - 175-30 E.

Sunday Feb 15: - This day light winds and calms. Lat. - 34-35 S Long. - 174-58 E.

Monday Feb 16: - This day light airs and variable at 4 P.M. saw Cape Brew bearing S.W. dist. 30 miles; raining quite hard; the Poor Knights bearing S.S.E. dist. 6 miles

Tuesday Feb 17: - First rainy, wind S.E. middle part cleared took a breeze from S.S.W. latter strong winds and clear. Little Barrier bearing S.E. dist. 8 miles

Wednesday Feb 18: - First part strong S.S.W. winds, working up towards Auckland, at night one mile from Starred Rock. Middle and latter fresh winds from the W. At 7 A.M. took a Pilot off N Head, at 8 came to anchor at Auckland

Tuesday Feb. 24. - This day light winds and pleasant. At 8 A.M. got under way (with all hands on board except Edward & Dunham boat-steerer who was discharged in Auckland) and worked out of the harbor.

Wednesday Feb. 25. - First part light air from E. working out of the bay; at 3 P.M. bore up and run under Reangator and came to anchor. At day-light got under way and stood out.

Thursday Feb. 26. - This day fresh winds from the west; one brig in sight. Lat. - $34-59$ S Long. - $175-04$ E.

Friday Feb. 27. - This day fresh westerly winds; heading W by N. At 4 P.M. saw sperm whales, lowered struck & got 3 of them, one boat got stove bad; at dark we saw nothing of the stove boat, fortunately, at about 10 P.M. we heard the crew of the boat a crying for help; a boat was sent immediately and found them clinging to the boat (which was full of water) all safe. At 12 got the whales and stove boat to the ship; blowing strong latter blowing a gale with rain. No obs.

Saturday Feb. 28. - This day blowing fresh from the W. cut in the whales and began boiling. At 10 A.M. found the other dead whale, took him to the ship and cut him in. Lat. - $34-33$ S Long. - $175-00$ E.

Sunday Feb. 29 March 1. - This day light airs and calms. Lat. - $34-26$ S Long. - $174-56$ E.

Monday March 2. - This day fresh winds from S. M. spoke a brig from Sydney New Holland; clear Lat. $34-04$ S Long. - $174-53$ E.

Tuesday March 3. - This day blowing strong from S. W. saw one ship Lat. - $33-11$ S Long. - $174-36$ E.

Wednesday March 4. - This day blowing a gale from S. W. Lat. - $32-27$ S Long. - $174-09$ E.

Thursday March 5:- This day moderate -
gales from S. S. W. Lat. - 31-52 S. Long. - 174-08 E

Friday March 6:- This day the same -
Lat. - 31-40 S. Long. - 175-28 E.

Saturday March 7:- This day light winds
from S. S. W. finished stowing down the oil. Lat
31-29 S. Long. - 177-24 E.

Sunday March 8:- This day fresh winds
from the W. Lat. - 31-21 S. Long. - 178-04 E

Monday March 9:- This day fresh winds
from N. E. saw a brig boiling. Lat. - 31-25 S. Long. -
178-21 East

Charles W. Morgan Tuesday March 10:- This day strong N. E.
g. mo. out winds; at 5 P. M. saw sperm whales going
350 Sp. m. fast to windward, lowered without success
at dark spoke ship C. W. Morgan. Lat. - 32-18 S.
Long. - 179-28 E.

Wednesday March 11:- This day blowing a
strong gale from N. E. Lat. - 31-52 S. Long. - 179-56 E

Thursday March 12:- First moderate gale
from S. W. and rainy. At 9 A. M.
saw sperm whales; at 11 A. M. struck
and killed one C. W. Morgan and
the Sidney brig in sight. Mr. Martin Chief
mate is quite sick. Lat. - 31-31 S. Long. - 179-30 E.

Friday March 13:- This day strong winds
from the S. at 2 P. M. took the whale to the
ship and began cutting, and night gave it
up, having the head partly cut off. at daylight began
again; at 10 A. M. finished the body blowing strong
from E. S. E. Lat. - 30-47 S. Long. - 179-52 E.

Saturday March 14:- This day blowing
strong from E. S. E. Lat. - 30-21 S. Long. - 179-31 E.

Sunday March 15:- This day fresh gales from
the E. Long. 178-58 E. Lat 30-42 S.

Monday March 16:— This day the same at day-light hooked to the junk of the head of the whale and took it in— the case all run out Lat. 31-12 S Long. 179-00 E.

Tuesday March 17:— First part, strong E winds heading S S E. At 2 P M. finished boiling and made sail for home, having filled the ship full of oil. Middle part blew strong hove to and took in fore sail; at day-light set doubled reefed top-sails. Lat. 32-04 S Long. 178-42 E.

Wednesday March 18: First, strong winds from the east, heading N. N. E. employed cooping oil. Middle and latter the same. At 1 A M. tacked to the S. S. E. Lat. 31-20 S Long. 179-06 E.

Thursday March 19:— First part blowing strong from the E shortened sail; at night hove to. Middle part the same. Latter more moderate; at day-light set doubled reefed top-sails and tacked to N. E. do ends. Lat. 31-38 S Long. 179-04 E.

Friday March 20:— First part, strong winds from the east; heading N. E. under doubled reefed top-sails. Middle and latter more moderate, set all sail. employed stowing oil; saw sperm whales to windward going fast. Lat. 31-10 S Long. 179-52 E.

Saturday March 21:— First part fresh winds from the E. working to windward after the whale. At 5 P M. lowered, but of no use. Middle and latter light airs and calms. Lat. 30-43 S Long. 179-42 W.

Sunday March 22:— First part light airs from E. S. E.; heading E. N. E. Middle and latter light airs and calms. Mr. Manton continues quite sick, and I am afraid he never will be any better, for his lungs I believe are badly affected. Lat. 30-53 S Long. 179-13 W.

Monday March 23:— First part fresh winds from the east; heading E by S with all sail set. Middle and

latter the same. Lat. - 32-20 South Long. - 178-48
Lexington: Tuesday March 24: First part, fresh E. N. E.
& mo. out winds; heading S. E. At 4 P. M. spoke Barque
250 sp. Lexington of Providence R. I. Middle and lat-
ter much the same. Employed setting up rigging.
Lat. - 33-47 S Long. - 176-47 W

Wednesday March 25: First part fresh winds -
from N. N. E.; steering E. S. E. Middle and latter much
the same; all hands employed tearing up the sheath-
ing and washing ship. Lat. - 35-42 S Long. - 174-51 W

Thursday March 26: First part, fresh winds
from E. N. E. steering E. S. E. Middle and latter very
strong winds, got down to doubled reefed top sails -
raining. No obs.

Friday March 27: First part, blowing strong
from N. N. E. steering E. by S. Middle part blowing strong
and squally; doubled reefed and furlled the main-sail
and gill. E. Latter wind S. E. and raining in torrents
Lat. - by D. R. 39-04 S Long. - 169-18 W

Saturday March 28: First part, blowing a
moderate gale from S. E. heading E. N. E. under short
sail. Middle part, more moderate. Latter, light airs
employed rearing new rigging. Mr. Munter contin-
ues very sick. Lat. - 38-38 S Long. - 167-05 W

Sunday March 29: First part, light S. E. W.
winds; steering E. by N. with all sail set. Middle
and latter much the same Lat. - 38-07 S Long. - 164-16 W

Monday March 30: First part, light S. E.
winds; heading N. E. by E. with all sail set. Middle
and latter much the same. Employed getting the
anchors of the bow and stowing them on deck.
Lat. - 37-30 S Long. - 162-19 W

Tuesday March 31: First part, strong winds
from S. E.; heading E. by N. with all sail set. Middle
and latter the same. Lat. - 37-18 S Long. - 159-58 W

Wednesday April 1: First part, fresh winds from S. S. E.; heading E. with all sail set. Middle and latter much the same; employed getting steering sail booms on the yards Lat. - 37-24 S. Long. - 157-01 W.

Thursday April 2: First part, fresh winds from the S steering E. by S with all sail set. Middle part, calms. Latter wind S. W. set the F. I. Mast steering sail. Lat. - 38-02 S. Long. - 155-28 W.

Friday April 3: First part, fresh S. W. winds steering E. S. E. with all sail set. Employed repairing steering sails &c. Middle and latter wind W. S. W. blowing strong and squally. Mr. Manton continues very sick and no prospect of getting better as I can see. Lat. - 29-05 S. Long. - 152-09 W.

Saturday April 4: First part strong W. S. W. winds; steering E. by S. Middle and latter more moderate and pleasant. Lat. - 40-01 S. Long. - 148-41 W.

Sunday April 5: First part fine pleasant breezes from the W steering E. by S. Middle and latter strong winds and squally. Lat. - 40-48 S. Long. - 145-36 W.

Monday April 6: First part strong winds from W. S. W. steering E. by S with all sail set; at 6 P. M. took in the fore-top-mast steering sail. Middle part the same. Latter blowing strong from the S doubled reefed &c. Lat. - 41-27 S. Long. - 141-48 W.

Tuesday April 7: First part blowing strong from the S steering E. by S with D. G. sails overset top sails. Middle and latter more moderate set all sail. Latter blowing strong got her under doubled reefed top-sails. Lat. - 41-27 S. Long. - 138-08 W.

Wednesday April 8: First part moderate and thick rainy weather. Middle the same. Latter strong S. W. winds; steering E. by S with all sail set by D. G. Lat. - 42-00 S. Long. - 135-10 W.

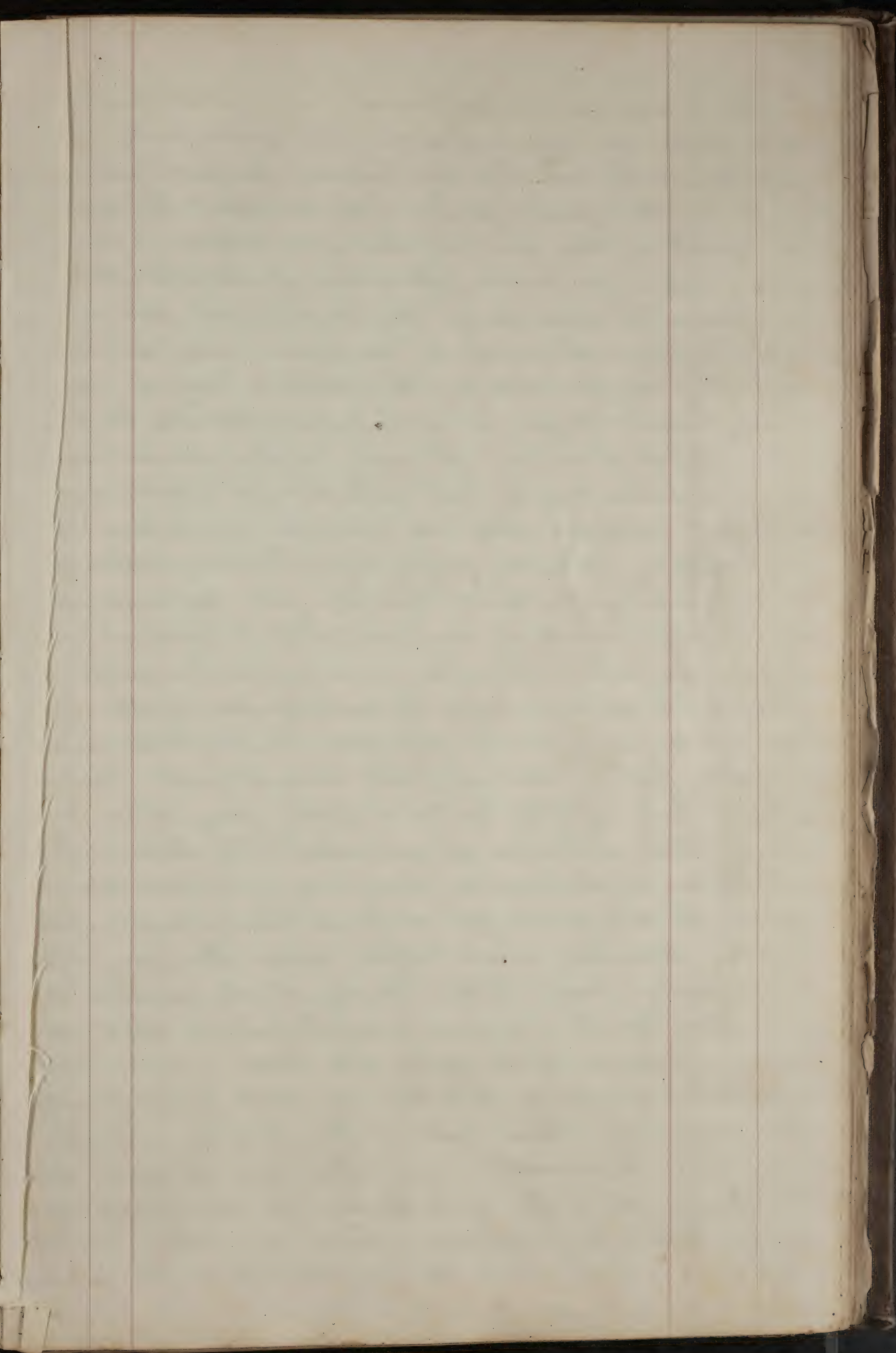
Thursday April 9: First part strong S. W. winds

steering E. by S. Middle and latter light winds with
rain and variable. Lat. - by D. R. 42-20 S Long. 132-43 W

Friday April 10: - First part light airs from
the E. Middle part fresh winds from N.E. Middle part
blowing a gale, got in all sail except the fore-sail -
employed preparing rigging to set main-royal masts.

Saturday April 11: - First part, blowing a gale
from N.E. at 4 P.M. wind shifted and cleared
up, - set all sail and steered E. by S. Middle and
latter strong winds from the W. At 7 A.M. took in
the steering sails. Mr. Munter is growing worse
of the to I think, his breathing short and fast.
Lat. - 44-15 S. Long. - 128-26 W.

Sunday April 12: - First part blowing
a moderate gale from the W. steering E. by S. -
At 3 P.M. took in F.G. sails. Middle part heavy
squalls with thunder and lightning, raining
doubled reefed. Latter more moderate. Lat. - 44-28
Long. - 124-40 W.



The productions of these islands, are wheat, corn, potatoes,
and almost all tropical fruit grow spontaneously here.
The island of Pico has some excellent vineyards, and on
the east of the forest formed mountain that I ever saw,
the peak of Pico can be seen at a distance of 90
miles, seldom do we see the base of it, but the summit
is generally seen above the clouds, and forms a beau-
tiful sight, - its shape to ~~a~~ regular being looking like
a loaf of sugar, and in its centre a regular point
rising quite high, as if knocking the clouds beneath.
But why dwell on the scenery in this island when
I have to something of more importance to note down.
Having purchased all the recruits we needed, we
got under weigh and ~~struck~~ ^{we shipped them;} to sea, but what a job
being among the ~~motley~~ ^{motley} group for here and there
in gangs, discussing some important subject - I
have no doubt, for what a noise, (and confusion of
tongues I should say) they made performing their ges-
tures with a jerk of self hands and head bent
in each hand. "One more I feel homesick and think to
myself ^{say me,} "well if they ain't - a green gang of us on
board the ~~ev~~ ship from stem to stern I'll
be blown right square bang on a whale's back,
who under heaven though that the enlightened states
of old America, would allow ships to come right
from home and take such trash on board,
and then such conversational language, that re-
quires so much head work and salt how to make
their motion to each other. I tell you Jack
what it is, there will be a famine on board
less than 6 months and then we are cases; now
I shan't stand it any longer, I am going right
to the Captain and tell him we have all con-
cluded to go home, and he might tack ship quick
and possible. "You must look out what you say

"Ebenezer" for you are talking mutinous language" says Jack to him. "Mutiny language, who ever heard of such a scrape before, do you ever think that our forefathers raised me up to mix with such rascals as them are Portuguese, no I'll not stand it - mutiny or no mutiny, and here is one that goes to have his things righted!" "Stay Ed" cries Jack "let me reason with you a little while longer; if you go aft the skipper will put you in iron and the first man of war he sees, will put you on board and send you home to the states." "That is just what I want Jack, and I know by this time, that my two year old stuns ought to be broke and then Phoebe sneaks, and Sam Jaffrey are coming down to elads to see me, and won't we have a glorious time, we will go out on the banks of cedar brook under neighbour Patrice's old elm and I will set down with them and tell them the rules of the sea; and oh how their warm hearts will throbb, when I tell them how near that ore whale come to taking us down to the bottom of the ocean; and then what a job countenance they will put on when I tell them of the Portuguese talk and suppressions." "Then she flows" cries the man at mast-head sings out" (and Jack and Ed's conversation is stopped for the present) "then away" says the skipper "ahead Sir" "steer the ship straight my heart" (says the Capt) "and let us have a haul out of that school of whales" Our vessel is soon close on to the monster, our boats are lowered, and pursuing them swiftly. I ~~was not~~ did not go in the boats, but remained one of the ship keepers on board. I went to the mast head to see the sport of capturing a whale. the boats are nearly on the

whale, the boatman stands up, takes his
poon and in a moment cluck it into the
whale, another boat fastens to another whale
and now for sport, that is for me who is safe
on board the vessel; but them poor fellows in
the boat, I have no doubt but they are about
as frightened much as it is agreeable and healthy
for the constitution of man. Won't Ebenezer have
a note to tell when he comes on board. "There
one of them spouts blood, look Ebenezer don't you
see it," says our ship keeper to me. Sure enough
he did spout thick red blood, and then I
think my eyes stuck out a little well as
Ebenezer. Only think of the idea of transplanting
a green worm from his own hills, and
placing him in the middle of a great ocean
and then to see such a monster throwing
blood so far high. Why it is enough to
animate all the poetical feelings that man
is possessed with. I was enjoying the sport
first rate, the whale was making near to
the ship, and I had a fair view of him;
all at once the skipper sang out "haul
back the main gear quick as possible boys."
It was done in a minute, and for what
reason I knew not, but it was done as
the whale was close under our bows, and
I can assure I did not like the idea of
so near a neighbour, for I had after
read in a school book, how the ship
Essex of Nantucket was sunk by a whale
and not half as large as this one; but
my anxiety was soon at an end, he turned
and went a short distance from the vessel, and
then he lay still as death for a few moments

It was evident that he must die soon, yet the monster of the deep must yield himself to men who if they only knew their power, could destroy the largest vessels in a short time, and a boat and crew would be a mere atom for them. But all things are so harmonious with the will of our Creator, that feeble man has found the way to capture the greatest monster living. The poor whale has fought for his life, but to no avail, the harpoon and lance has done its work effectually, a faint stream of blood now oozes from his spout hole, his strength is failing, his whole frame quivers, but all at once he starts with the speed of lightning, and goes about a mile, then takes a circle around (which almost all whales do when they are dying) with his mouth open and his eyes fixed, and then "turns fin out", and the conflict is over. The other whale was captured about the same way, and we soon had them both along side, having captured two large sperm whales and had them along side in about 3 hours from the time we lowered for them. All is bustle and confusion on board for now we have got to cut them in and lay them out. "Come me men fly around" (says the Capt) get the cutting tools now, the flubber now cleared out" and every thing is readiness to cut the lovely fellows jackets off. "Ebenzer you go down in the storage and get the blubber hook's sings out the mate" "I don't know what blubber hook's are, does never hear any such thing on his farm when he butcherees." "Tom go down with that green down easter and show him what a blubber hook is." "This is what we call a blubber

or cutting hook Eb." "Wal I be lungee
of that and the larnationest bigest, longest
and greates piece of crooked iron I ever
saw." "Tom." Every thing is in readiness for
the work of cutting the whale in is commen-
ced; first of the first piece of blubber is pulled
up and all at once the ship gives a heavy
lea lurch, and away goes one of our big hooks
and now some of our green hands eyes stick
out, and they commence an argument on
the process of cutting a whale. Says one
of the old tars to Eb "do you think that
is the right way of cutting a whale in," "no
sir salt, I do not, when I was a school boy
and went to school Susanah Streak she
learned me more about a whale than them
are Antucked men," and Peter Parley the
greatest geographer that ever went to
sea, knew how to take a whale's side
of better than they do." "Come come, leave
away there at the windless over none of your
arguments now" says our mate. ^{around} ~~away~~ rolls
the windless and soon our first piece of a
whale's side ^{or} ~~and~~ blubber is safely on board.
"Now haul around the windless, quick as you can
my hearties" cries the mate. again are we working
on to a piece of blubber over it tears out,
"Give me a broad axe such a one as Peter Parley
used and I will have that whale cut in
in no time" cries sings out Eb. As our
mate likes a sport once in a while he
provides Ebenezer with a broad axe,
and made him get over on to the whale
back ~~at~~ by his Peter Parley way of cutting
in a whale's head just got ~~officially~~ in

the whale back, when a great shark
made his appearance; Ebenezer gave one spring
and he was safely on board, but his coun-
tenance looked as if it had a double coat
of white wash. The mate says to Ebenezer
"how do you like Peter Parley's way of whaling?"
"Oh - oh I don't like it, and when
I go home I will prosecute him for writ-
ting books that endanger folks' life". The
excitement is over and the work goes on merrily,
the decks are well greased, one slipping up
here another there. Eb says "I always heard
this was a slippery world but never believed
it before." "Oh if Sally smacks on my
knee now I was sitting here she would keep
ears of blood." Jack when shall we get home?"
"When we get the ship full Eb." "I shall never
live to see that, and what will become of my new
two year old steers?" "Why Eb, they will be
6 year old by the time you get home again"
says one to him. "Oh! if I had of known of
this life before, I should rather gone to
Mexico and fought for my country." "What
you fought for your country?" a bloody
pretty soldier you would make." We are only
9 weeks from home, and you are marring
all the time over Sally smack and your
two year old steers." This trip I tell you
Eb will make a man of you, if any
thing will ever beaver." "A dear price
for a man Jim" says Eb. "Hail ho" this one
cries say our shup, "Astoria, and coming to-
wards us." She soon comes up with us, the
we spoke her and she proved to be the same
town of New Bedford 25 days from home.

The Cap of her came on board and brought
a number of letters for our ship's company
but none was more welcome than one from
Sally Smack to Ebenezer Whitesack. After
Ebenezer read it, he handed it to me to read,
it ran as follows:

Respectfully May 1st 1844

Dear Eben:— It is almost six long weeks
since you left— your old mi heart
still throbs in union with your own
love. Not unnatural are the decrees
of Providence in moving you away
from the embraces of your sal.
But I felt resign to my fate
now you will always prove the
same dear Eb. We are a going to
have a May party next week
in Bill Burke's grove, and all of us
are a going to take a cake apiece
and I will take one for you Eb.
I have one consolation left, that
I know when you come home you
can write a history of your life and
how nice it will sound to read The
life and trials of E. Whitesack Esq.
wrote by himself assisted by his wife Sally.
Pa and Ma and sister Annette give
lot of love to you. You remember Father
and Ma are well. Bill Daryl and Pa-
tience are married, they live on old
farm. Answer this when you come
to home, and write all the good things
you say to your sal.

Your sal with lots of love

Yours dear Ebenezer Whitesack,
Sally Smack

It was some time before I could persuade Ebenezer to let me copy his letter, but finally he concluded, he said "he did not wish to have his letter read by a vulgar writer." I told him he was not in the order but on the ocean, and that, ~~then~~^{now}, I came it on him.

There is something fine after all in the idea of a sea life. After we have once fairly got incited to a certain project we have undertaken; then will of course be more or less pleasant hours, as our moods and dispositions will admit. It is true we are deprived of the society of our dear friends, and are cast amongst a strange class of people of different nations; but after all there is much to admire and love in these strange people the sailors. There is many a noble one true heart amongst them ~~still~~; and why should there not be? They are generally of poor but honest birth, who have sought a home on the ocean, while the cold and unfeeling world scorned them while on shore. And who can say, the natives that first sent these sons of the ocean from their homes; perhaps the poor mother was toiling night and day for the supports of life, and as her tender son grew up, and found not a spark of sympathy among his neighbors to cheer his poor mother, ~~therefore~~ his heart was sickened at the generous and refined society of the day, as it is termed, and he

thought of the ocean; he clasped
those little brothers and sisters to
his breast and bade them good bye;
he wept long and loud on his mother
shoulder, and repeated farewell with
a heart full of grief; and ^{then} took his all
a little bundle and proceeded to the
nearest sea port town. And
how many such cases there is in
the world of ours, when Christianity
is the great boast of us, and when
we are taught that all of us are
of one family, created alike by one
God. There is many at the present day
that think and act as if sailors
had no souls, (in reference to them),
but they do not understand human
nature; they are void of those noble
impulses that animate the breast
of the sailor; for there is no class
of people I believe on the face of
the earth, that are possessed with
more generous and noble hearts than
the sailor, and none will relieve suf-
fering humanity quicker than they.
Look yonder yonder, and see how
beautifully that lady is dressed, how
gracefully does her Canton crapo dress
hang, and what a fine shawl shall
covers her fair shoulders; And how
came she by these fair articles for
a foreign land! why don't you think
them are very sailors brought them
home in a vulgar vessel, for the
luxuries and elegances of life are

to the sailor, they toil night and
day, amidst sunshine and storm,
and what, to clothe and enrich the
proud and haughty. But after all
as I have said there is something in
the idea of a sea life; There is a
pleasure in sailing on the dear blue
ocean, the sun our guide by day
and the moon and stars by night.
Ebenezer says to me "I think you are
getting patriotic;" why I said, "because
your countenance is so animated"
I told him I had been thinking all
day of the tramps of the sailor "yes
and so have I my heartie, I have
been writing for about 4 hours of
the rings of sailors." I told Eb I
wish he would let me see them -
he said he would, and I copied the
following from it. "I for one think
the seamen demand our greatest
respectability and admiring attention
who reef top sails when the thunder
roar and the cannons rattle the sailor,
who tans down the rigging when the shores
become white with the rains of heaven,
the sailor who is deprived of the so-
ciety of the dear gods the sailor, who
has to walk on a side hill constantly
the sailor, who has to eat dandy food
and eat seaweed out of a tin basin, the
sailor who goes below to sleep and soon
as he gets fairly to sleep is roused
and again the sailor, who drinks molasses
in his tea and coffee the sailor,

who is deprived of good maple sugar
and short cake the sailor, who
never gets once a quack or pump-
kin and milk the sailor, and
lastly, who never gets any thing
the poor sailors. Now I for one
am down on the ships, and I
protest before all here in this for-
castle that we have our moral and
social condition enlarged by stop-
ping at on the next island we
come to for one month, I come
to see not to work but to enrich
my mind, and to benefit the for-
sponding sailor, what is a three
years cruise to me when it will
immortalize my name with the
heroes of departed generations. The
sailor songs must be looked up
and must be righted and I
Ebenezer Whitsock ~~am~~ am the
lucky star that is sent to guide
their feet to the path of honor, I
left my sal but to go over to
suffering sailors on the sea, I
left a good home but to make
a desolate people become a nation
amongst themselves. My brother sailors
these are my sentiments, come around
ye and let me turn your poor
brother sailor in arms, Ebenezer
and Ebenezer is very near right as re-
gards the sailors life.

We are now in sight of the Cape Verde
Islands, and to view them a distance

I should say they were a fine group of
islands; soon as we reached them I was
found I was deceived, for a more desolate
spot I never saw. This summer had been
a dry hot one, every thing was parched
and dry; sickness prevailed to considerable
extent among the inhabitants. We did not
remain but a few hours at this group,
but procured a few recruits - we could get
a few oranges and bananas, and some
hogs. We came near losing our vessel here,
we stood into the bay too near the shore,
and the first white squall, I ever then
visited us; we were under full sail, (on
the wind) and the first we knew of
it, we heard the wind whistling a short
distance off, the officer rang out to
let go the royal and top-gallant halloo,
but before it could be accomplished, the
squall struck us with great fury, tearing
some of our light sails to atoms, and
nearly throwing us on the ship on her
beam ends; it passed by doing no more
damage to us; the wind died away al-
together; ~~and~~ there was a heavy still
running, and every one that came, carried
us nearer the shore. We made up our
minds that our vessel would go on
the reefs; we bent both cables and had
every thing prepared for the event.
The still keeps coming once a few more
such heavy ones will throw us on the
rocks, we are nearly on, all hands are
at their posts, and watching with
intense anxiety the movement of

ship, one or two men swell heavy as
the last one, will rest our vessel
where she will find no rest. Look
sings out - the mate, there is a
light breeze coming from off the shore,
all hands are staring in that direction
we soon feel it and enough come
to wear the ship around; we got
her around, the breeze freshened
and we was soon clear from the
rocks and reefs, and all hands
seemed rejoiced, for homesick as many
were, they had no anxiety of being
cast among such a people.

Once more we are clear from land, and
leaving it astern of us fast, the wind is fair
and we are making from 10 to 12 knots per
hour. I for one feel rejoiced that we have
got clear from that disgusting group of
islands, for filth and degradation abound
there in abundance, and starvation is
near at hand & fear, yes the inhabitants
are on the verge of starvation (some of them)
they begin to feel the pangs of hunger,
starvation is staring them in ^{the} face, and
the poor mother is looking with horror
as she views her offspring crying for bread,
when there is no bread to be found. There
a few wealthy inhabitants on these islands,
and they are obliged to disguise their star
vation among the suffering; for hunger is the ~~one~~
thing that will drive men to madness, and
well do the wealthy know it, and through
fear, not charity, they divide their stores of
provisions. We have an old sailor on board

that remained sick at the American Consuls on these islands a few years ago, when a famine season visited the group. He says he never had so clear of the sufferings of any class of people until he saw them mothers with a frantic look, striving to see little ones that were exhausted for want of food, he says he never saw any thing before or since, that sent such a thrill through his whole frame as did these people when they looked at him; their eyes were as balls of fire, their faces were sunken in, and the frantic expression of a madman was their look. Mother tore the flesh from their limbs to feed their children with. And such is the state of affairs on these islands every few years.

We soon got out of sight of these islands, and as the mountain tops disappeared, Eb never gave a look of joy, and exclaimed "Oh my country, I love thee, I adore thee. I feel doubly obliged to General Washington for allowing me to be born and brought up in a land of corn and potatoes, in a land where I can look upon my dear Sally Snack, with eyes of love, and then to know, that she has plenty to eat; what a gospel consolation it is to me, and I feel resigned to my lot now, even on board this whaler; and when I am eating my salt nose and hard tye, I'll eat an extra lot for them are nation who have just left."

The weather is fine, and we have strong N.E. trade winds sending us along at the rate of 10 knots per hour. It is a beautiful

clear evening, and a number of us are
on the fore^{castle} deck (listening to the
tells of the mighty deep) from an old
man of warman, who has been to sea 40
years, and one that was on board the ~~the~~
Apeake at the time the ~~the~~ Lawrence
fell. Ebenezer sat beside me with his
mouth wide open trying to catch every
word that came from the old story, when
all at once a flying fish flew in his
face and came very near going down his
throat. - Eb fell back and nearly fainter
when he recovered from his fright - a little he gave
us all such a blowing up, as men seldom
get; he said "He" we done it a purpose &
he should like to see what we through
in his face" one of us took the fish, and
having taken notice of the point of each wing
carried it, in that manner to Eb. "By gins"
says Ebenezer "I'll be extinguished from this
if that aint a bird trying to turn into
a fish, and he has exceeded all but the
wings, and I don't believe he cares about turn-
ing any more fish, for now he can fly and
swim. No. "Do you suppose Jim" says Eb. "that
if that flying fish had gone down my throat
that he would kill me," "No Eb. you would have
soon devoured him as you did that piece of
monkey. I gave you for fresh pork, the other
day. "What you give me a piece of monkey
for fresh pork, I'll stand it no longer" and
Eb. brought up his huge fist and gave Jim
a whop in the side of the head which sent
him sprawling. The Capt. rushed forward and
cried to know what the matter was. "I will

let you know Capt" says El. just about as quick
as I said that "ungliahman on deck" - you
know Capt that ole monkey of yours that
died last week" "yes El" well don't you think
that he told me he fried a piece of it and
gave it to me for fish porridge. "I do not believe
it - Ebenezer" "Now is Sam, would you give him
some of that monkey for to eat" "yes sir
I did" "Well now I think you are about even
now, so you had better behave hereafter, each
one of you take a knife and slash bucket and
a scrape and wash down the masts you ever
aft" The men knew it was no use to disobey
orders and both sulkily went to their duty.

The third day after leaving Cape Verde Islands
was one of some importance. There had been some
trouble brewing for a number of days, between
the 3^d mate and boatsteerers. It was in the evening
about 10 o'clock, and the 3^d mate had charge of
the watch; he told one of the boatsteerers to see
to the light in the binnacle; the boatsteerer told
him he should not, upon that they clinched,
and another boatsteerer came to help. Where at
the mate, he struck the 3^d mate with a billet
of wood and came very near breaking his arm; by
this time the Capt, and officers were awakened
and came on deck; some of the crew forward
had joined in the rioting; one of them was
caught in the act of throwing a rubber
puck at the Capt; but he was soon secured
and tied up in the rigging; the Capt, caught
one of the boatsteerers, and they had a hard
scuffle, the Capt, having his shirt torn nearly off
from him; but the rioters were finally re-
pressed, the ungliahman 3 in number were

and made fast in the main and
mizen rigging. The five arms were in readi-
ness in case of any more trouble. The Capt
then called all hands left to witness the
scene of flogging them. The mutineers were
stripped of their clothing save shirt and
pants, their hands were tied up in
the rigging hip up as they could be and
then fast remain on deck. The Capt
took a piece of stiff hard rope, (rusty stuff)
and proceeded to flog them. I had no
desire to witness the scene, and went below
unobserved. for the Capt would not have
allowed it, if he had known ^{I was going} ~~it~~ for in
such a case ~~at~~ this, it is the duty of
the Capt to have all hands witness flogging.

The first blow I received inflicted sent
a shock through my whole frame; for the
man gave an unaccountably groan; but the
following lashes he received ^{had} without a
murmur. The other two were punished in
the same way, and were quite gritty.
They were left in the rigging until sun-
rise, when the Capt, flogged them again
on their sore backs again; and I now
reminded myself that the Capt done right
in punishing them the 2nd time, and
when their backs were sore; but it was done,
and to the shame of him who inflicted it.
The men were cut out of the rigging; but they
were so fatigued that they could scarcely walk.
One of them came below, and wished me to look
at his back, I took off his shirt, and such a
back, I never wish to see again, the skin was
broken but a little, but his back was all

redges, and almost black as the blood was
settled under the skin, I bathed it, for ~~him~~
and done all I could for him, and it soon got
well. And all this scrape originated from not
trimming a lamp. The men that were punished
were fine in their feelings, good nature and oblig-
ing, but they got off their guard, and al-
lowed their excitable feelings to mislead them.
But it is natural for man (wherever I have
been) when he can and has the power to
command and make people obey to do it. The
greatest tyrants often boast of freedom among
mankind, when they forget that they are
the tyrants themselves, commanding all un-
der them to obey, they see faults in others
not themselves. There is not such a vast dif-
ference in mankind as is generally sup-
posed, I believe; - and as Shakespeare said
"If we had all our desires, who would es-
cape whipping."

et
S.
y.
de

et
se
si

te
as
ce
de
as
de
L

m
L

i
i
c

We are not aware of the difference that this world comprises, of the ways and manners of mankind: until we have seen them in their different forms. The dispositions of men in every clime and country, are similar, it is true; and whatever principles, that have been distilled in our minds, while young: we are apt to retain in a measure; & the seed then sown, will never be wholly rooted out from the remainder of life. I have been thrown among most of the different nations and classes of the earth, within the past 10 years of my life; some of the scenes I have witnessed, have been very exciting, some melancholy; and in many instances, some of the most noble traits of character have been displayed, and among a people that are termed heathens; (and are considered so by us in every sense of the word.) My friends, there are many noble traits of character, among all classes; from the most refined, down to the savage of the Pacific Isles. Nature, the best teacher of life, the most generous pattern for all, has implanted in the breast of every individual, a something, that man has never been able to accomplish. In all my travels, I have never been among a people so ^{low}, but po-

suspect many good and generous traits
 of character; had an instinct of right
 and wrong, and a Supreme being, who
 ruled the universe. It is true, I have
 seen many worshipping their images
 and agonizing over them, with ter-
 rific looking countenances; which caus-
 ed ~~my~~ a shudder to vibrate my
 frame. After all, there is a still
 voice whispering to them, of One,
 who is over all:—even their adored
 images. The peculiar life I have
 led, since I left home, has given me
 a good opportunity, of visiting those
 dark portions of the globe, that most
 of us are not familiar with. Now
 every school-boy knows something
 of the state of society in Europe;
 it being so closely connected with us,
 by steam. Those places I intend to
 speak of: are rarely visited, by me-
 mbers of the inhabitants of Vermont.

When a mere school-boy, storing
 my mind with knowledge, from Peter
 Parley's travels &c. & strutting about
 with an assurance, that I had a
 clear view of the whole world. I
 often boasted of my mastery over
 Parley's wonderful travels and works.
 A few years passed by and a thought
 came into my mind:—maybe I can
 find something new, in some corner
 of the globe, if I could get there.
 Ah! that was the difficulty, and
 a problem, the "rule of three" could

not solve. A curious idea for me, a green Vermont, to take a trip around this world, thought many with myself. My health was poor at that time, and I made up my mind to try the realities of sea life. I ~~left home, with my mind~~ ~~fully made up to go to sea.~~ Through the advice of a friend, I went to Nisburz (a small sea-port town) lying on Martha's Vineyard; an island south of Mass. I procured a ~~stateroom~~^{berth} on board the good ship Pocahontas, for a whaling cruise around the world.

The ship being ready to sail, I laid aside my suit of sable black, for a sailors rig; strutted up and down the ships deck, with the self-satisfaction, of an old tar, who have been to sea 40 years. It is not worth a while, to describe my initiation into the mysteries of sea-life; nor will I dwell on the exciting scenes, incident to whale-fishing, as they have been ~~more~~ vividly portrayed, by those that are more capable of doing it. Let me remark one thing:—It is astonishing to me, that such monsters as the whale can be captured so easily. If they knew their power, they could, and I have no doubt would, destroy any kind of a vessel; but all things are so harmonious with the will of our Creator; that feeble man has the power, to capture the greatest monsters living.

The first group of islands, I will speak of, are the Azores or Western islands; situated in the North Atlantic ocean: long 30° W. from Greenwich. Lat. 38° N. of the Equator. Their distance from Boston, some 1600 miles. The productions of the Azores are:—wheat, corn, potatoes, and many of ~~the~~ tropical fruits grow there. ~~The island of Pico~~ Pico is noted for the beautiful mountain, that rises from the middle of the island; It can be seen at a distance of 120 mile; seldom can the ^{low} ~~top~~ of it be seen; but the top is frequently seen shooting out from the dark clouds, that hang over the foot of the mountain. Pico has some excellent vineyards, the best there is, on any of the group. The plantations (on the different islands) are in excellent keeping, separated by beautiful green hedges, instead of fences. Fozal. The capital of the Western Islands, is situated on the island of Fozal, and contains a population of about 4,000 inhabitants. The streets ~~are~~, generally, narrow and filthy. Most of the houses are two and three stories high, with balconies projecting out of the 2nd stories. The lower stories are used for barns and rubbish; and some of the poor classes live in those barns with the rich ~~men~~ animals. The streets of Fozal are literally thronged with beggars; ~~and~~ and some of the most frightful looking objects you

can conceive, I saw them. Those islands belong to Portugal, and are subject to her laws. The civil wars of Portugal carried its horrors to those islands, by robbing its inhabitants of their bread and even the necessaries of life. She does not content with that; no, she must rob ^{parents} ~~families~~ of their children, take them to Portugal to fight with the rest: father against father, brother against brother, and friend against friend. Not only have those civil wars ruined Portugal; but ~~their~~ blighting influence are keenly felt on those islands. You then see the effects of popery, as in every catholic country; most of the funds that are raised, are placed at the disposal of the priests; and they lay them out, in building nunneries &c. I have seen few places, that can vie ~~the~~ with those islands, in point of natural magnificence; nature has been bountiful in her bestowal on that fair group. Pálagu contains one of the most beautiful gardens that adorn any land; that garden by the way, belongs to the American Consul: Mr. Laughton, whose son, married the daughter of the late Professor Webster, of Boston. Every thing grows in that garden, pleasing to the eye and sweet to taste. I will pass that group by, regretting however, that they are not under a better government, and religious toleration is not

more in accordance, with the true principles of Christianity. The next group I shall mention are the Cape Verde Islands; lying off the western coast of Africa, in long of 23° west from Greenwich, Lat 14° N. of the line. They are, barren looking islands; no more disgusting people inhabit no part of the globe, I believe; unless, it is the natives of New Holland. It seems singular that such a land is peopled; ~~but~~ after all, it is a home for them. No doubt they love their barren hills, parched with the scorching sun; much as we love our own green hills of Vermont. When I visited those islands, it was a very dry season; many of the inhabitants were on the verge of starvation. Children were crying for bread, when the mother had no bread to give. There are a few wealthy families there; and they are obliged to divide their store of provisions, among the suffering poor. The ravings of hunger know no bounds; and if any string, will drive men to madness, hunger will. The rich know it; ~~and~~ through fear, not charity, they are obliged to divide their store of provisions. The state of affairs is not so every year; once in 5 or 8 years. We remained on shore a few hours only; and I was rejoiced when we left that group. The inhabitants speak the Portuguese language. They are ^{nearly as} black as the African.

negro. The next island I will mention is St. Helena, one that ^{all of} you are familiar with, on account of it being the prison, that once contained one of the greatest men that ever lived. I have peculiar feelings, when I first got a glimpse of St. Helena; not that I possessed a war-like spirit, or had a spark of patriotic feeling in my breast at that time; no, neither articles troubled me; but the very thought of Napoleon caused a thrill to pass over me, and the idea of visiting ^{the valley of} Jamestown, sitting under the same willow, where Napoleon sat so often; or may be it was the thought that I (Charles Brown) would at some future day, be telling this and that one, of the mighty rock of St. Helena; how I saw it with my own eyes, walked in the same path, where the hero, so often walked in; suffice to say: I ~~possessed~~ possessed different feelings, in viewing that lonely island, from any other I ever saw. The valley of Jamestown is a small lovely spot, too small for the home of a Napoleon; yet encompassed as he was on all sides, by mighty rocks; they could not confine his mind and thought; no, they sealed those stormy thoughts, crossed the boisterous Atlantic, went back to those days; when he stood conqueror of nearly the whole world. At last, the English nation were able, and did betray that hero; yes, they finally caught him; but did they confine that great

mind? No; the threats and abuses,
he received from that representation
of the English nation; Sir. Hudson
Low, did not even quell one single
thought of Napoleon's past mind. His
mind was finally subdued, but by that
frustration he often wished for death. I
visited the spot that once contained
his body; the place where he spent
many solitary hours, and the only
one that soothed his mind, in
any measure, while he remained on
that island. I could not help
feeling sad in revisiting the scenes
at Longwood. I thought of many
incidents connected with the peculiar
life of Napoleon, from the commencement,
down to its close. The former residence
of Napoleon, was used as a hay at the
time I visited Longwood; In fact,
every thing connected with the name
of Napoleon, had nearly gone to decay.
I will now leave St. Helena, and pass
in the vicinity of Cape Horn; a name
familiar to you all; and a place that
is dreaded ~~by many~~ by many mariners, on
account of the high Lat. it is sit-
uated in. The westerly winds pre-
vail off Cape Horn, and it is a rare
occurrence, that we have a fair wind
when bound to the westward. In return-
ing home is the time we get a fair
wind, and it takes but a day or two
to double the Cape, the current and
wind both being in our favor. The

degrees of Long. off the Cape, — are short, about 33 nautical miles to the degree. I presume you are, ^{always,} (most of you) that the degrees of Long. vary from the equator, every mile you go North or South, until you reach the poles; in fact, a degree of Long. on the equator, is not quite 60 miles. it falls short $\frac{1}{100}$ of a mile. The degrees of Lat. never vary. Cape Horn is the most southern point of land, near Terra del Fuego; It is situated on the southern extremity of Staten land, and lays in the Lat. of 56° South. I have been around Cape Horn 5 different times. In, ^{beating} ~~going~~ around the Cape at one time, we were laying off in the vicinity 42 days; ^{at one} ~~some of the~~ time, our vessel drifted to the southward in the Lat. of 64° ~~South~~. It was quite cool, well as being a little dark, most of the time; the sun making his appearance a little before 10 in the morning, & disappearing after showing himself about $4\frac{1}{2}$ hours. The altitude of the sun at noon was about 10° high. It looked singular indeed, to see the sun, so far to the north of us, occupying so low a track in the heavens. While off the Cape we passed an ice berg $\frac{3}{4}$ of a mile in length, and some 3 or four hundred feet in ~~length~~ height. It was a beautiful sight, to witness that immense mass of ice; most of it clear as a crystal, in various shapes and forms pleasing to the eye. That ice berg lay very near the junction where the

waters of the boisterous Atlantic and
 mild Pacific oceans meet. The current
 and wind ~~will~~ soon drive that island
 of ice in a warmer lat. and then
 it ~~will~~ ^{will} melt away. The next island
 I will mention is New Zealand, sit-
 uated in the South Pacific ocean, in
 the Long. of 175° E. from G. Lat of the
 northern part 34° S. The climate is fine.
 The islands well watered, with pure
 springs gushing out in all direc-
 tions. The natives of New Zealand sterner
 first, in every sense of the word,
 among the isles of the Pacific; born
 and reared in a climate well adapted
 to their constitutions, and a land
~~one~~ that requires labor to procure the
 means of subsistence; while most of
 the natives of other groups, have nothing
 to do, but gather the eatables as their
 appetites direct them to do so. The
 natives of New Zealand are finely pro-
 portioned, tall, well built, possessing
 great physical strength; and capa-
 ble of enduring many hardships. A
 great many of them still hold to
 their original mode of tattooing the
 face; which is done by cutting, (in
 the form of a nautilus shell) on
 each side of the face. This is done
 with a sea-shell, worked down very
 sharp. It is a painful operation,
 and it is astonishing, to see the
 native sit down, once have it done,
 not even moving a muscle. The pre-

11
ties of tattooing, I am glad to say, is now confined to only a few tribes of New Zealand. I had the pleasure, of witnessing a very exciting scene, while at the Bay of Islands, the most northern bay of New Zealand. It was the annual war-dance of the different friendly tribes, from all parts of the island. The spot selected for the dance, was on a large level plain, near the sea shore. There were about 6,000 natives including women and children^{present}. The opening scene was fine. Every thing being prepared for the dance, the natives arranged in a large circle, all sitting on the ground; the warriors occupying the front seats. All was still as death; not even a whisper could be heard. In a moment the most frightful yell broke forth from every warrior; and quick as thought, they were on their feet, in their allotted places; the chiefs occupying the centre of the ring. Once more all is still; ~~and~~ some 3000 warriors occupy the ground, decked out with feathers, sharks teeth, &c. — war clubs and spears in hand. All the warriors eyes are fixed in one direction; Now comes an old lady, tottering along alone. She goes into the middle of the ^{assembly} warriors, mutters over something, and disappears. The warriors now look, and appear excited. Another yell breaks forth from them, and all fall together, prostrate on the ground. The head chief rises first; ~~and~~ soon as he is fairly on his feet, another

yell follows, and the war dance
 commences. They keep up a con-
 stant yell; all their movements are
 in perfect time, from the commence-
 ment of each act until it closes.
 It is wonderful to see the different
 attitudes the warriors place them-
 selves in; and in such perfect time.
 In viewing that assembled army,
 it struck me forcibly, that they
 must be great warriors; and I be-
 lieve them to be the first of any
 natives that inhabit the isles of
 the Pacific ocean. The war dance
 continues one week. The youth take
 an active part in the scene towards
 its close; they are not far behind
 their fathers in manouevring &c.
 When these warriors were dancing,
 they made the earth fairly tremble.
 It is to one of these hoolookooloo
 or war dances, you see the skill
 of the New Zealanders displayed in
 various ways. For instance some of their
 war canoes, are 80 to 100 feet in
 length, made from the New Zealand
 pine. The canoes are fine specimens
 of the ingenuity and skill, of those
 natives. I saw some 50 canoes very
 near alike; each canoe having a beau-
 tiful border of carved work, running
 around the whole boat. The bow and
 stern are of the oriental style, finished
 with good taste; the figure head is made
 to represent some dragon or sea fish.

The native women make some beautiful shawls, manufactured from silk, and the New Zealand flax. I have seen them sold for 20 dollars, and many are worth 50 dollars. There are more or less foreigners, marrying every year the native women of that island, they make good wives and excellent housekeepers. Take the native of New Zealand, in a moral and religious point of character, and they are far superior to the native of Sandwich or Society islands. Let us look at the scenes connected with the late war, between the English and New Zealanders. The natives were strict in observance of prayer, morning and evening, and before they commenced fighting. Most of them would not fight on Sunday, and the English knew it. They therefore made out to bribe a native, in order that they might take the natives per or fort which was very strongly fortified. It was Sunday morning, the natives were at prayer; the bribed native collected the opportunity, threw open the great door of the fort, ~~and~~ the English soldiers rushed in, and took the fort; but it was a dear affair for the English; they lost the following day, 130 of their number, in about 7 minutes. There are many traits of character to admire in the New Zealanders. I found them to be kind and hospitable to the Americans, more so, than any other nation. The native population are diminishing yearly on New Zealand, well as most of

the other groups. I will leave New
Zealand, and pass along to Mulyrare
or King Mill Group, situated on, and
near the line, in the longitude of about
175° E from Greenwich. The natives re-
main in their original state mostly;
having learned but few new ideas from
the civilized nations:—such as using
tobacco &c. It is astonishing to see
what they can do, and the manner
they accomplish their work. Their
canoes are made with no other tools,
but a hard stone, similar to flint stone.
It seems that nature had almost forgotten
those islands; for the growth of timber is
small and very inferior; but those natives
with sharp stones; will manufacture
fine boats. The trees are cut down hewed
out into thin slabs; the slabs ^{then} are fast-
ened together with a small cord made
out of the bark of the Kauri tree, which
is tough. Some of their war canoes are 60
feet in length; supported by outriggers;
that is; a pole some 20 feet long, run-
ning from the bow and stern of
the canoe; and resting on a light-
stick of timber, running parallel with
the boat. The outriggers ^{not only} keep the canoes
from upsetting, but they are used
in building decks upon, for carrying
the implements of war &c. The canoes
have but one mast, generally, and that
is supported in a manner, to carry
a large sail. The sails are made out
from matting, manufactured from the

~~24~~

cocoa nut leaves and the bark of the
kias tree. We arrived at King Mills group
in time to witness a fleet of 100^{odd} canoes,
bound on an errand of war, to one of
the leeward islands. The cause of this war
originated, by one of the neighboring chiefs
stealing away from her home; a daughter
of the head chief of Sydenham island.
Each canoe contained some 20 natives; decked
out in various shapes, and forms; their fa-
ces painted in a manner that gave
them a frightful looking appearance.
It was a singular looking army; and they
kept up a constant yell and howling,
making motions to us, what they intended
to do, when they arrived at their desti-
nation. The implements of war consist:
of swords and spears, made out of cocoa
nut wood; with sharks teeth fastened
on in rows near the end of the sticks.
I went on three different islands belong-
ing to that group; and the moment we
landed on shore, the natives gathered
around us, and commenced hugging us;
and singing out - me tobacco, me tobacco, white
man plenty tobacco. We gave them some tobacco
in exchange for coconuts, yams, fowls &c.
Soon as they got their tobacco, they di-
vided into different parties, and sat
down on the ground; each gang having
but one pipe; one takes a whiff or two
then passes it along to the next, and
so on, until it goes the rounds. A
native came running along with three
silver dollars in hand; singing out, me

tobacco, me tobacco. One of our party a little more keen than the rest of us, gave him a piece of tobacco, and received the dollars. The most the rest of us thought of, while on shore, was looking for dollars; but there was no more dollars to be found. There was a French vessel wrecked on that island a few months before, and that accounted for the dollars. We had been on shore about one hour, when another set of natives met us with more plunder, from the vessel; one with an old lamp, one with an iron spoon, &c. One native came up to me with a common white baking dish; he wanted ~~4~~ 15 heads of tobacco for it; for he considered it a great prize. I offered him (for the spot of it, not that I wanted the dish) 1 plug of tobacco. He refused, said for 8 plugs I might have it. We could not make a trade; and I expect by this time, he has found out that dollars are worth more, than old dishes. It shows what little knowledge they have of the value of articles. I visited the sacred ground, that contains their idols. It was situated on a fine hill overlooking the beautiful waters of the Pacific; it contained about one acre of land, bordered around with beautiful trees; and in the center of the ground, stood an image, made out of clay and stone, to represent the skull of a human being. There were a number of

skulls, lying on the sacred ground,
 in various directions. When the natives
 approach this ground, they rub them-
 selves with coco-nut oil, bow before
 their image, then embrace and kiss
 it. They have different ways to dispose
 of their dead; some of the bodies are
 stowed up in mats, hung up in the
 trees; some are stowed up in mats,
 placed in an old canoe, with co-
 coe nuts and yams for food; then towed
 out to sea and left there, at the
 mercy of the waves. The natives have
 a simple way of catching the flying
 fish, which are numerous around
 that group. They build a bright
 fire on shore, near the ~~coast~~^{water}, in the
 evening; the flying fish, ~~are~~ attracted
 by the light; ~~and~~ fly toward it, and
 land on the beach. Large quantities
 are caught in that way. Within a
 few years the natives have laid aside
 the flint stone, and in its stead
 they use tools, manufactured from
 hoop iron. Whale ships are constantly
 cruising around this group; and ~~they~~ they
 trade ~~these~~ off hoop iron, cut up in pieces
 10 to 12 inches long; for such articles
 as ~~we~~ ^{be had} can get these. The natives, nat-
 urally are very thievish, and I have
 seen them come on board our vessels,
 take hold of the ring bolts, and
 try to pull them out; after they
 found they could not pull them out,
 they would turn aside and laugh

heartily. The inhabitants are of the
 common stature, well proportioned; their
 complexion is copper color. Many of
 the male wear no sort of clothing;
 the female wear the native kupper around
 their bodies, with thin matting (for
 a covering) over their shoulders. We
 presented some of the natives with
 small looking glasses; and it was
 laughable to see the sport the women
 made in looking at their lovely coun-
 tenances. They seemed to take as
 much pleasure in looking at their
 fine black hair, white teeth and
 colored faces—as the belle of broad-
 way does, decked out in all her
 finery. There are a number of white
 residents on the different islands of
 the group. They left vessels through
 bad usage, and risked their lives
 among that people; rather than be
 subjected to tyrannical captains. —
 I have conversed with many Americans
 who have lived on that group for
 years; they say they are contented and
 happy, ~~and~~ having found a kind
 home among that strange people.
 There is many a noble heart among
 those poor natives; one and all, are
 generous, and kind:—sharing what
 little they have, with all white
 faces that come among them. There
 is no missionary station on King
 Mills group, I believe, yet their souls
 are as valuable as any of the heathen

or our own souls. These islands are very
 inferior, compared with the Sandwich
 or Society Islands, and that is one
 reason why there is no missionaries.
 to tame ~~the~~ that group. It is true,
 that there are robbers and murderers
 among those islands, well as among us.
 It is a mistaken notion, with us, that
 when a murder is committed among
 the heathen isles, that all the nations
 on the island, are guilty of the act.
 I believe, I have not visited one island,
 but have natives, who would sooner die,
 than kill a white man. I will say
 no more of that group; but dwell a
 little on the Feejean character. The
 natives of the Feejee Islands, have never proved
 to be so kind, as most natives of other
 islands. They are of a proud haughty
 disposition, full of revenge; you can
 coax them, but you cannot drive
 them. Commodore Wilkes, Commander of
 the late U. S. exploring expedition,
 was considered by many, to be tyrannical
 and overbearing: not only to ~~the~~ men
 under his command; but to the poor
 natives of those islands; he held in-
 tercourse with the leaders on some islands,
 in proud array, with his army of
 sailors, brandishing their muskets
 over the heathen's head; yes, they
 must bow to him, and come to his
 terms. If they did not the musket
 was pointed at their heads; now to
 that possessed rich qualities as ever dwelt

in the human breast. I was informed by an intelligent seaman, who was under Com. Wilkes, though the whole expedition, that the scene enacted on one of the Fiegee Is., was a horrible affair. It originated by some of the natives killing two midshipmen under Wilkes' command. It is true, that those midshipmen were promising young men, cut down in their youth, thousands of miles from their homes, and by a savage people; ~~and~~ If you should ever visit the beautiful cemetery at Mount Auburn; you will find a fine monument erected to the memory of those young midshipmen; but there never has, once probably, then never will be a monument erected to the memory of those who fell before the arms of Com. Wilkes. It was clearly proved, that but a few natives had a hand in that sad scene. What was the result of the murder of those midshipmen? Com. Wilkes landed on shore, with his army of sailors, & cut down, both great and small; yes, mothers and their infants fell before the muskets of this civilized nation. The natives were quelled for a time, but the proud heart of the Fiegeian, has never forgotten, the day, that robbed him of his wife and children; no, nor never will, as long as he lives. My friends, these are dark transactions enacting every

little while, in that part of the
 world; I know it, I have seen it.
 It was at this group that good Eng-
 lish missionary Mr. Williams, met his
 sad fate, when trying to preach
 the gospel to that people. He had
 many native friends, there, who tried
 to save his life; but they were too weak,
 in point of numbers; the war clubs
 and spears were sure; they struck down that
 good man in the vigor of manhood; his
 form rests on a lovely island, surrounded
 by the breezes of the Pacific; but his soul
 has ascended to his "creator and judge".
 I visited the spot where that mission-
 ary fell, and it is held in reverence by
 many of the natives there. There are a
 number of English and Catholic mission-
 aries on the group. I shall have no
 time to say more of the different, strange
 islands, I have visited; for I have seen
 most of the principal groups, in the
 world. I will now speak of some islands
 that are partly civilized. Pitcairn Island
 is the lightest luminary in the Pacific. It
 lays to the southeast and westward of the
 Society islands; I do not recollect the
 precise Lat. and Long. of it. 65 years ago
 Pitcairn Island was uninhabited; now there
 is quite a population on it. Where did
 those people originate from? No doubt
 most of you, have read the account
 of the mutiny, on board the English
 ship Bounty, near Oahu, in 1790
 odd. The Bounty had on board a

a young man by the name of Adams, who took an active part in the mutiny. Adams and some ^{other} ~~of the~~ left the Bounty, ^{in a small boat,} went on shore at Otaheite. They did not remain long there, ^{though} for fear of being taken. Adams had provided himself, with nautical instruments, books, tools &c before leaving the vessel. They soon left Otaheite, ~~leaving~~ ^{each} man taking a native woman, for a ~~his~~ wife. After many days sailing, they landed on Pitcairn Island; and ^{when} they had landed, they knelt down, under the blue canopy of heaven; each one, taking ~~their~~ ^{his} intended by the hand, ~~before~~ ^{before} ~~had~~ ^{and} ~~men~~ ^{men} their party, that they would prove true to their wives, in every respect. And I have no doubt, they fulfilled that vow, in every sense of the word. What has resulted from the head mutiny of the Bounty? One of the greatest events, that is known. Adams became a true Christian; ~~and~~ he implanted in the minds of his party, the principles of Christianity. Daily, that little band, were bowed before their Author, asking forgiveness, for their past sins; and they found mercy from on high. They erected a small hut for a place of worship; they taught their children to read and write; they brought them up in the observance of Christian duty. And now at the age of 80, Mr. Adam can

See a whole island population with
 Christians; yes, every individual that was
~~the~~ ~~land~~ born upon that island, are
 Christians. We may search the world
 over for another instance of the
 kind; but we cannot find it. After a
 time the English ~~ship~~ nation found
 out Aileen's whereabouts; but they
 found him to be, moral, religious, with
 a happy banner under him, and they
 left him. Had he been taken to
 England, he would have been hung
 immediately. England shows a noble
 spirit in that case; ~~one~~ ~~one~~ worthy
 of imitation. The Pitcairns raise
 potatoes, yams, hogs &c., which they
 exchanged for clothing; with whale
 ships. They are a good looking people,
 modest and unaffected in their man-
 ners. They speak the English and
 Otahitian languages. I will now
 leave, (take them all together) the
 only moral and virtuous people I
 ever saw. I shall now say something
 of Otaheite. It lays in the South Pacific
 Ocean, Long 150 to from G. Lat. 17 S. Otaheite
 has been called the garden of the Pacific,
 and it is worthy of the name; we lay
 some 20 miles off the island, ~~into~~ the
 leeward for 24 hours; as it was nearly
 calm. Once in a while, we would get
 a breeze from off the land, and when
 it reached ~~us~~, it brought with it,
 the most delicious odor, that an epicurean
 could wish for. The island was perfectly

covered with ~~vegetation~~ beautiful green
 trees, loaded down with fruit, from
 the pine tree, down to the stalk
 of the pine apple. It seems that na-
 ture has lavished upon that island,
 almost all the beauties, from her
 vast storehouse; yes, she has fairly
 covered that island with vegetation,
 and green trees are ~~growing out of~~
 seen shooting out of the salt water
 around the beach. What shall I say
 of the people that inhabit Otahiti?
 A mournful cloud, has at last set-
 tled over that beautiful island; the
 natives ~~once~~ fond homes, are now desolate;
 their once innocent and joyous
 laugh is turned into mourning;
 and never again, can those homes
 be to them, as of old. That people,
 Capt. Cook, so much admired, when
 he discovered Otahiti; what would he
 say, if he could see them now: after
 nearly 80 years intercourse with the
 civilized nations? Would it not make
 his heart bleed? Ah! yes. The glittering
 weapons of civilized warfare, have finally
 conquered that unoffending people;
 the fist and cannon, ~~now~~ now oc-
 cupy the ground of the bread fruit
 and coco nut tree; the palace of
 the French Governor stands, where
 the hut of poor Queen Pomare's
 once stood; and near the beach,
 where the natives held their friendly
 jubilee, ~~now~~ stands a large stone

prison. So much for the improvement
 of the heathen. The French nation ac-
 complished a great work, when they
 subdued these weak people, and plan-
 ted their tri colored flag over their
 heads. There are a number of missionaries
 stationed on the Society islands, including
 the French Catholics. The Catholic church
 at Otaheite is a large building, and
 has a very good organ in it. Some few
 natives are Catholics. The natives of that
 island have been described so often, that
~~I will~~ it is not worth a while to
 say more of them. I now come to the
 Marquesa or Washington Islands, lying
 in the South Pacific, in the latitude
 of about 11° ~~south~~. These groups are not
 so productive as the Society islands,
 yet there is a great quantity of
 fruit to be had there. The natives are
 of a milder disposition, good looking; and
 some of the finest looking natives I ever
 saw. I ~~fell in love with~~ ^{saw} on that group.
 The French have the control of these
 islands; & you see the effects of their
 religion very plainly. I have been told
 by the foreign residents, that have
 lived on those islands for years; that
 the French priests ~~most~~ of them, are
 of the most vicious character; and
 they govern the natives by fear. I
 know of an instance, when a native
 woman, would not do as the priest
 commanded her to; have her taken
 up before the soldiers, and flogged

severely. And for what? because she
 knew right from wrong; nature
 had implanted in her human
 heart, an instinct of duty (although
 she was a heathen) and she clearly
 showed it in her actions. I was told
 that the mother of this virtuous
 girl, was a woman of great mind,
 and nature had implanted the
 spirit of a Christian in her breast,
 and she carried ~~that~~ it out long as
 she lived. She had (at the time)
 I was at the Marquesas, been dead
 14 months. She saw clearly that
 her country was thronged with
 licentious Frenchmen; from her
 eye ~~what~~ ^{was} either cold, she
 saw nothing but sorrow, and
 the sad effects of an immoral
 nation, which spread the disease
 of vice among her people. Well
 might she sigh, and weep over
 her once happy home. Now what
 good has resulted to those islands,
 by having intercourse with that
 polite, ^{civilized} nation, the French? Any per-
 son that has ever visited the Mar-
 ques Islands, will tell you; that
 ever since the white man stepped
 his foot on those shores; there has
 been nothing but misery. Look for in-
 stance, at their own management,
 before they saw the beauties of civilized
 life, pictured to them, by the French.
 They were under different chiefs, there

chiefs were men, they loved and respected,
 (most of them) It is true, if they have
 any difficulty to settle, it was gener-
 ally settled with a battle; and well
 might we, take a pattern from ^{them}, in re-
 gard to war. The natives come to-
 gether, headed by their chiefs; the
 shrill cry of the war whistle is
 sounded, and the battle is commenced;
 but no sooner ^{it} began, ~~before~~ ^{than} it is ended;
 for the first party that draws blood,
 the battle is decided in their favor.
 Do those natives, not show more of
 a Christian spirit, in their battles, than
 we do in ours? They are satisfied with
 the blood of one individual; we are not,
 satisfied until thousands are slain.
 I shall close, with a faint descrip-
 tion of the Sandwich Islands. They
 are situated in the North Pacific
 ocean, Long of about 156 W. Lat 20 N.
 they are a fine group of islands, sit-
 uated in a latitude, to receive the
 strength of the N. E. trade winds,
 which bring a ^{fine} cool breeze to the in-
 habitants of those islands. Oahu is re-
 markable for its burning mountain; and
 the spot where Capt Cook met his
 death. A plain monument is erected
 to his memory, at Kariakine bay the spot
 where Cook fell. I visited the burning
 mountain. It is some 40 miles from Hilo
 bay to the top of it, we were two days
 in ascending the mountain. I was
 well repaid for going to see that won-

dreadful work of nature. We went to
 the windward of the crater, and ap-
 proached with a short distance
 of ~~burning~~ the molten lava, which
 was constantly boiling, all the time,
 we remained on the mountain. It
 was an immense vessel that contained
 the boiling lava; covering ^{over} a number of
 acres. The natives of Sandwich Island,
 once supposed, that this volcano, was
 produced by an angry god; and to
 try and appease him; they would, cut the
 heads off ^{from} their dead friends, and throw
 them in the burning lava, ~~and~~ I
 have heard ~~of~~ instance, of natives
 jumping in themselves, thinking there-
 by, to calm the mind of the of-
 fended god. It is very dangerous to
 go on top of ~~that~~ mountain; at any
 moment the lava might be thrown
 out. It is but a few years ^{ago}, the lava
 ran over a large tract of country, ~~and~~
 followed down one side of the mountain
 into the ocean, ~~and~~ ^{which} was the water
 for miles around. At one time while
 I was on the island of Waihu, over
 100 miles from Oahu; a severe shock
 was felt, ~~from~~ that burning mountain.
 It was about midnight; I rushed
 out of my bed to see what the
 matter was; and I beheld one of the
 most sublime scenes I ever saw before,
 or ever expect to see again. There was
 a continual stream of fire ascending
 high in the heavens, from that burning

Mountain; in fact, the whole mountain
 seemed to be on fire; as far as the eye
 could see, all was bright as day. The
 ocean fairly sparkled, as if it con-
 tained nothing but diamonds. The
 natives, some of them, appeared to be
 frightened, some were very much pleased
 with the affair. At first I was fright-
 ened a little; but I soon forgot my
 fright, ~~and~~ ^{being} ~~was~~ wholly rapt up in
 that sublime scene. It continued to
 burn in that manner for a few hours,
~~only~~, ~~and~~ then settled away to its
 wonted mildness. I learned afterwards,
 there ~~was~~ was no damage done on that
 memorable night. Honolulu the prin-
 cipal town of the Sandwich Islands,
 is situated on the island of Oahu; and
 in many respects, ~~it is~~ a fine town.
 There are some fine buildings there, in-
 cluding three churches, the palace of the
 King, the market, the residence of
 the American, English, & French
 consuls &c. There are a number of
 Californian gentlemen, that have fine
 houses in Honolulu, where they spend
 the winter months. The palace of the
 King is a fine building; ~~(situated here~~
~~in good style)~~ situated in a park
 containing a number of acres - laid
 out with ^{walks &c} various kinds of trees cover
 the whole ground. The King and the
 whole royal family are a ~~short~~, intelligent
 looking people. The King is very fond
 of civilized liquor, and frequently takes

a drop too much for his royal
 dignity. Today you see the King in
 a splendid carriage, drawn by 4 fine
 horses, with silver and gold mounted
 harness on them; his august person
 guarded with 8 natives in livery; to-
 morrow that same King, is seen
 driving his single horse carriage, with
 his own hands; his head reeling this
 one that way, as if in deep study;
 The greatest evil that troubles the
 King is the pure liquor, that
 the good people of this and other
 countries send to that benighted
 land. There is ~~the~~ ^{more} ~~and~~ ^{is} too
 rice in the village of Honolulu,
 than in any other place 4 times its
 size, ~~that~~ I know of. The natives
 of the Sandwich island, are ^{practically} cunning
 shrewd people; naturally dishonest and
 deceitful; they are great
 hypocrites generally. You will find
 as many fops in ^{that group} ~~in the Pacific ocean,~~ more
 than on all the other islands put together.
 The natives are quick in learning any
 thing that is shown to them, music
 they learn readily without any trouble.
~~Lastly,~~ I have seen the refinements of
 civilized life (as it is termed) I have
 seen the poor Savage in their native
 simplicity, and innocence of heart, (as
 it seems to me) contented and happy;
 loving each other with as much love,
 as we the "blessed sons" of Christian freedom
 can conceive. We may talk of the

great amount of good that ~~has~~ been effected, by having intercourse with the different islands of the globe. Have we accomplished much as is believed by those who have never visited those islands? I answer no. I have stood over the graves of missionaries, in Hindostan, China, Sandwich Islands, New Holland, New Zealand, ~~Hebrides~~, ~~Friendly~~, ~~Society~~, ~~Islands~~, and the Navigator Islands; and thought how much ^{more} good those men might have accomplished, if no other white faces were with them, but their own. It is true some of them were cut down after a few months labor among the heathen; others toiled for years, ~~and~~ lived to a good old age; ^{and died} and some were struck down by the hand of the savage. I have one inscription which I took from a tablet in the church at Apolo, one of the Navigator Islands:—"To the memory of the late Rev. John Williams; founder of the Samoan and other missions in the South ~~sea~~ ~~island~~ seas; who was barbarously murdered on the 20 of November 1839, in the 44th year of his age, on the island of Eremanago, while attempting to plant the gospel of peace, among its cruel inhabitants.

Father forgive them, for they know not what they do:—Luke: 24: 34.

To the memory of the latter

Bear in mind, my friends, the noble
 vessel that carried missionaries to those
 climes; she carried the seed of vice
 and dissipation. While the single man
 of God is trying to improve the
 savage; then we find from 15 to 20 from
 the same vessel revelling in debauchery
 and crime. I do not mean to say
 all sailors are vicious; no far from it.
 But there are many at the present
 day that ~~act~~ ~~think~~ think and act
 as if sailors had no souls. They do
 not understand human nature, they
 are void of that noble impulse that
 animate the breast of the sailor. I
 verily believe there is no class of people
 on the face of the earth, that will
 relieve suffering humanity sooner
 than the coarse sailor. And let me
 here say there is something fine in
 the idea of a sea life. After we have
 once got initiated into whatever
 project we have undertaken; then
 will of course, be more or less pleased
 and proud, as our dispositions will
 admit. I have enjoyed many pleasant
 hours at sea. There is a pleasure in
 sailing on the clear blue sea, the
 sun our guide by day; the moon
 and stars by night, and I have,
 learned I think

Let us look at the state of society
 on the Sandwich islands, and see how
 much good has resulted to the
 native; since their intercourse with
 the different civilized nations. Who
 has been benefited, the native, or the
 foreign residents among them? The
 question is easily answered; the white
 man. The Sandwich islands are sit-
 uated in a fine latitude for growing
 the production of almost every clime;
~~not only~~ it is a desirable place for our
 whale ships to recruit; and a stopping
 place for vessels bound from California
 to China &c. Foreigners have removed
 to those islands for the sole purpose
 of accumulating wealth; he sits him-
 self down, and makes the poor native
 do his bidding; and says to them: "you
 must bow to us, we have left fine
 homes, a civilized and happy ~~native~~
 people, crossed boisterous waters, for the purpose
 of improving your condition. Alas, what
~~your~~ improvement for the poor heathen.
 A few years since, a firm of merchants
 by the name of Pecks, left Boston, with
 a small capital, for the Sandwich islands;
 landed on Mowee; went into trade, and
 accumulated some 80,000 dollars; and left
 for home. In those days, (some 15 years ago)
 those islands were an excellent place for
 business; they are not so good at the
 present time; although there are a number
 of wealthy inhabitants on the islands.
 who have made large fortunes within a few years.

There is ~~no~~ ^{no} class of people, more
 pure and penetrating, than the
 native of those islands; once their
 confidence as regards virtue among
~~our~~ people, is small. I have
 often heard it remarked by those
 natives; that the white men came
 out ~~there~~ ^{here} to learn ~~them~~ ^{us} what was
 right, why don't you do right
 yourself; 'ah! you like money so
 well. (The natives are very proud
 now; while only a few years ago, they
 were ~~latter~~ made out of the bark
 of trees, to clothe themselves with.
 Nothing will do for them now, but
 silks and satins; and to procure
 those finerys, they will do many
 crimes. ^{now} I do not mean to say
 all are low and debased; no, there
 are Christians ~~among~~ ^{there}, I believe;
 but generally, virtue is a mere
 by-word among them. The natives say;
 that before the white men came among
 them; that they were a happier and
 a more virtuous people, than they are
 now. In fact, we have ~~robbed~~ ^{robbed} them
 of their homes, or all that makes
 a home happy for them. No doubt
 some natives have been benefited, since
 the civilized people have been among
 them; on the other hand many
 have been ruined. It is a mournful
 fact, that the palter (set before the
 natives, of all the islands, I have
 visited) of civilized life, ~~has been~~

~~put to those matters~~, has had a bad tendency to improve them; for they will, most of them, fall in with the notions of the white man. They put too much confidence in all foreigners, believing one, ~~white man~~ soon as another. A few Americans and English have the control of the Sandwich Island. The King is a mere tool in their hands, doing every thing at their bidding. It is true the King has a salary of 25,000 a year, fine carriages, splendid horses, ~~French cooks~~ a large retinue of servants, excellent wines, French cooks, &c. but after all he is a slave; and it is a hard matter for him, to get a chance to eat a little of that favorite dish — ~~the~~ *pua*, which the natives will eat ~~in spite~~ when they get a chance. ~~in preference to European dishes~~

~~Lastly. This is a beautiful world we inhabit, turn our eyes in any direction, we see the beauty of nature, in this our lovely Vermont~~

Lastly. It has afforded me ~~many~~ pleasant hours, in sailing on the beautiful waters of the Pacific Ocean, dotted over with bright sunny islands. Yes, there is something fine in the idea of a sea life; the sun our guide by day, the moon and stars by night. After we have got over our inactivity, into whatever project we have undertaken; there will of course, be more or less, pleasant hours, as our way and dispositions will admit. In my voyages, I have seen some things to admire, and many to deplore. ~~I have~~ I think I have found the American, ~~to be~~ especially at the Sandwich Islands, to be as overbearing as any other nation. It is quite natural for man (wherever I have been) when he has the power, to make people obey, to do it. The greatest tyrants often boast of freedom among man kind, forgetting that they are the tyrants themselves. They see the faults of others, not their own. Shakespear has truly said:— If we all, had our deserts, who would escape whipping.

Let us turn our eye in the direction of California, and see the great change that has been effected, ^{then} since the discovery of that idol, gold; It is ~~simple~~ astonishing to see what simple means are used to bring about mighty results. Capt. Sutter, one of the first pioneers of Calif^{ornia}, and who has resided on the banks of the beautiful Sacramento river, over 20 years; little did he expect to be the instrument of causing that wild country, to become one of the first states of this union. Ah! no. It is true that Capt. Sutter, was, and is still an ambitious man; and he took pleasure in settling himself down in the "wilds of California," with a few Spaniards and Mexicans for neighbors; yet, there was a vain glory, ever there, and a romantic idea, associating itself with the scenes of that country, and the mind of Sutter. He went to work, built him a house, and out buildings; ~~then~~ surrounded them with a strong fort; and then commenced exploring the country. Mans mind is even on the move, nothing will confine it to a certain sphere; he prys into mysteries of such a nature, that it is astonishing. There is scarcely an obstacle, ^{at least} but he mounts with a rapidity, that paralyzes the brain of many. Capt. Sutter, and his son-in-law, Lawson, took pleasure in roaming over the wilds of California. It seems that nothing daunted the hearts of these men; the grizzly bear, ^{one of} the most ferocious animals of that, or any other country, was to them, a mere play thing. They took pride in their true friends the rifle, their

aim was sure death to all, that it was
pointed at. After a while Sutter turned
his mind in another direction; and concluded
to build him a saw mill. The site selected
for the mill, was some 30 miles from ^{the} Sacra-
mento river, the spot where the city of Sac-
ramento now stands. In order to save the
mill, from being swept away, by the heavy
floods which are numerous in that coun-
try; there must be a race built for con-
veying water to the mill. Sutter set his men
to work, digging the race; they toil on day
after day, for a mere nothing, throwing the pre-
cious dirt about without any mercy. Not
one of the men had found something that
appears to him very precious. His countenance
is fixed on the glittering metal; he doubts,
he thinks it is a dream; no, it cannot
be, it is a reality. His pulse beats natural
once more, his countenance resumes its usual
hue; he throws down the spade, struts about
with his arms folded; and now he is his
own master. A friendly thought, runs in
my life my own master, what think you
of that Bill. Old Sutter may dig his own
ditch for all of me. The cry of gold passes
from one individual to another. The work is
suspended. Gold! gold!! gold!!! is discovered
in California. The news is borne to every
country quick as possible. Old grey headed
fathers of 70 and upwards, tottering on the
brink of the grave, buy them a pair of
and move and start for California, to seek
for gold. Middle aged men, sell their farms for
a mere nothing, leave their families nearly

destitute, start at the cry of gold. Young men leave good situations on the farm, in the counting room, mechanics shop &c. for more gold; even the native of the Sandwich Islands make up their minds that they must have a share in the scrape; they start for the California, with a calabash of pora (to try the fortune of gold seeking) but that will not save their lives; they must bow to death, for the climate is so very different from their own loved country. It is not my purpose to dwell on the ill successes of fortune that I met with in California, and in fact, ever since I left home. I would rather forget them, and look more on the bright side of life. There is no one, but have their joys and sorrows, prosperity and adversity; and sooner or later, death will crown the whole climax of mankind. The miners life is one that I like if success attend it in any measure. I admire a mountain home in the wilds of Cal. The Sierra Nevada Mountains, have a peculiar grandeur about them, that few works of nature can vie with. California stands out in bold relief a wonderful place, in many respects. It extends from the lat. of about 32° N. to 42 degrees, some 570 mile in length, running along shore of the beautiful Pacific ocean. There is no state in the union, that has the different kind of weather ~~is~~ that California has; while the northern part of it is covered with ^{snow}, the southern part is clad in beautiful green, and teeming with the rich productions of her native soil. The coast range of mountains, are fine; but nothing compared, to the Sierra Nevada Mountain, ~~they~~ ^{they} via

in the Lat of about 34° and extend into Oregon,
they are indeed, a beautiful range of moun-
tains; their highest peaks, clad with the snow
of ages. They are not compared, in some
respects to the towering Andes, of South
America; with their burning volcanoes, ever
sending the fire and smoke, high in the
heavens; and the voice of thunder, often
breaks forth from those volcanoes, ^{destroying} fair villages
and homes. On the other hand, the moun-
tains of California, appear to have passed
through the fiery ordeal, ^{above} the test of it,
and come out, as a mount, ^(almost) of pure gold. That
of the soil of California is volcanic, and clearly
shows, the work of immense heat, at a
former period. I have stores on the summit
of Pilot Peak, the 3^d mountain in altitude,
that there is in California; and in viewing
the aspect of the country around, I thought
what an awful time, it must have been,
when the works of nature, bowed to the fiery
element; old mountains were crushed ~~to~~ beneath
the earth, new ones sprung out from the
ground, mighty rocks were rent assunder,
small pebble stones, were hurled together, and
cemented with the red hot lava, strong as
the solid rock itself; The rivers ceased to
flow for a time; their natural course was
stopped; and their waters were boiling in
wrath. After a time nature resumed her
natural hue; the volcanoes ~~then~~ ceased to
emit forth fire; the internal heat, (it seems)
had all risen from its bed, and come forth
on the surface, to mingle with the bright
side, of this beautiful world. And well has

determined, fair valleys turned up,
 rocks crushed, and rivers turned
 from their natural course; there are
 floods are seen nearly over the whole
 mining country, carrying water to mine
 with. The Indian, with bow and arrow
 in hand, stands against, as he sees
 the white man turning his mountain
 home over, without any mercy; the
 grizzly bear, grizzly and grizzly, for he is
 obliged to remove his quarters further into
 the mountains, the deer sporting grounds
 are turned into ranches. In fact,
 the whole surface of California, is changed
 from its original face, even the fish are
 obliged to swim in muddy water, not
 realizing how their pure home became so.
 The waters of the different rivers have
 many new things to contend with, the
 logs lay on their banks, floating prisons
 are anchored in their ^{mouths} ~~waters~~; large steamers
 then, the current, and plough through their
 waters. California as a mining country
 may be ranked as first; its lofty mountains
 valleys covered with snow, which send down
 into the valleys its pure cold water to
 gladden the hearts of the miner and
 farmer; and the streams are so high
 in the mountains, that the water can
 be carried in floods all over the country.
 The mines of Co. will yield abundantly,
 in all probability, for 50 years to come. The
 gold is not obtained so easily now
 it was when it was first discovered to bright
 a new

Here, but there seems to be plenty of it
in many places, quite handy to get
as I do.

I consider California to be one of the
best countries for farming I ever ~~seen~~^{visited}, and
some of the largest and best crops I ever
saw I saw there. The soil is very rich,
and there can be one crop raised without
any trouble; but it requires, (generally,) a vast
amount of labor to raise the second crop,
on account of the dry season. When the
farms are situated close by streams ~~of~~
~~water~~, they can be irrigated, without
any great difficulty. They are building
flumes there, to convey water and lumber
from the mountains; I will speak of one
that is building;—it commences, in the moun-
tain, at Placerville, and is to extend down
on the valleys and empty into the Sac-
ramento river. When finished, it will be
some 80 miles in length. The grade will
be such, as to convey the lumber down,
with considerable speed. In fact every man
project, than the ingenuity of man ever
devised, is affort in California; today the red
pines are hauled to the granges, to saw them;
they are sawed into lumber, the next day, they
the lumber is made into a house, yes, in a
single week, I have seen a large town built
there. The country is covered with steam
saw mills, and some very fine ones indeed.
Large towns are seen nearly on the heights
of the mountains, and where it is almost
impossible to get a wagon on them, unless drawn
by mules. And I will here remark,

that it would be impossible to traverse the
 mountains of California if it was not for
 the sure footed mule, and I have seen
 them travel on the side of the mountain,
 where it was rather difficult for man to
 pass on. The poor mule is loaded down with
 a pack from 2 to 3 hundred pounds on his
 back, fastened on with a rope, ^{allmost} as tight
 as man can make it; and if the pack
 gets loose, the mule will stop and you
 cannot make him start again, until
 the pack is fixed to his liking. A pack
 train of mules, being from 12 to 25 hun-
 dred, the head mule, has a bell fastened
 around its neck, and the others follow ^{after} at
 the sound of it. I never saw but one in-
 stance of a mule losing his foot hold, &
 that was on the side of a very steep
 mountain; he fell some 80 feet, which killed
 him instantly. I cannot leave the
 Sierra Nevada mountains without giving a
 faint description of a beautiful valley
 on their right, called the Illinois Ranch.
 It contains about 1000 acres of excellent land,
 with a lovely stream running through it,
 and surrounded with a beautiful forest
 of trees of different kinds, and some
 of the finest flowers, the heart can wish
 for, are seen growing all around that
 Ranch, and in the surrounding forests.
 The Ranch is kept for herding cattle &c. &
 the men that own it, have made large
 fortunes by it. I have seen many ranches
 similar to it in some respects, but this
 is the finest taking all things together,

Now

~~the~~ ~~state~~. We will [^] have the ~~mountains~~
~~and~~ come down into the valleys.

The State of Society in the mines, is constantly improving, but it is far from what it ought to be. London, Paris, New Orleans, and many other places similar to them, are well represented by the polished gambler, who left those cities to entrap all that they could; and when I left California there was not a town in the State that I knew of, but ~~had~~ ^{had} its gambling houses &c. And it is too often the case, that the miner toils hard through the week, ~~and~~ makes from 20 to 100 dollars, goes to town Saturday evening, and loses all his weeks earnings, before Monday morning. A Sabbath in the mines of ~~the~~ is passed by thousands in racing, and crime that would make the heathen blush ^{with} ~~for~~ ^{for} them. Let us follow the steady old farmer, the honest mechanic &c. to California, and see what many of them have come to. They left ~~happy~~ ^{their} homes, ~~at~~ the cry of gold, and the thought of obtaining the glittering metal, buoyed them up, in the hour of trial; as they proceeded on their long journey. Oh! my friends, little do we know of the trials and hardships, that so many have experienced in crossing the plains of Nebraska, ~~and~~ ~~Utah~~ the rocky mountains, ^{and} the plains of Utah. It is a long ^{from here} journey ~~to~~ the vicinity of Fort Laramie, and Council Bluffs, and these ^{towns} ~~places~~ are considered the starting places for California. It is then the traveller recruits for his long journey; but not realizing how far they have

to go, they often start with short al-
lowance of food. Picture to yourself my
friends, a party of emigrants on their
journey across the plains; the scorching
sun, over them, the burning sand under
their feet, their lips parched, for the
want of water, their provisions mouldy,
what little they have; some of them sick,
some dying & and you bring to mind
some of the hardships that is expe-
rienced in going to California. I have
been informed by many, that have crossed
the plains, that you can scarcely travel
one mile, but you see more or less graves
by the side of the road; yes, many a loved
form rests on the route to California, little
thinking when their bodies would lie, when
they left their families. There is not
mark left to tell where they lie, and the
Indian in his ~~get~~ ^{sting} proud spirit, treats ex-
ultingly over their graves, as he pursues the
deer and buffalo. Let us follow the remaining
number of the emigrant train still for then
only they have arrived at the ^{Mormon city} of the Great Salt Lake.
Their hearts abound with gratitude, for their
preservation thus far. Then they are in the
Mormon city, among a boisterous self-
righteous gang, they remain a day or two to
recruit, they must have more provision, or
they will starve on the road, and the
Mormons know it, and they extract all the
money the poor emigrant has for a little
provision to sustain life with; and often is
it the case that the Mormon has robbed
the traveller of all the money he is possessed

with. And let me here say, that I believe
there is no spot on the face of the globe
where there is so much iniquity carried
on, as at the Mormon city; it is a complete
den of vice, and there is not salt enough
in the great salt lake to save them. I
could warn all emigrants to avoid the mormons
as they would the sting of a serpent, and
would it not be advisable for this government
to devise some plan to break up that
poisonous den, that is so infectious to all
that come in contact with them? It
is true that the constitution of the United
States, says: Congress shall make no law respecting
an establishment of religion, or prohibiting
the free exercise thereof; but had the mormon
doctrine ought to be considered as any thing
to do with religion? I think not. It seems to
me there is not a spark of virtue within the
mormon church. I have been on a vessel with
10 mormons for one to day, and I conversed with
them as to their doctrine, and some of the
things they put forth were disgusting indeed,
and these mormons were some of the
best men, and were bound at New Orleans
as missionaries. In conversing with one mor-
mon, he told me, he lost a brother a short
time ago, and that he had ~~lost~~ ^{lost} his wife,
and he had been away from any craft
to get one or more, he said that brother
had not received the desired news on that
account.

We will follow the emigrant along to
Carson Valley. and there they will find
better but not at the head of Mr. Carson
and other fine water, plenty of game
and beautiful scenery after receiving a
few days. They cross the Sierra Nevada
and finally land in the State of gold.
Now they have become residents, the society
is poor, and some of them need the few
minutes. Good or none. Their expec-
tations are high, they want to make a
fortune soon as possible and return home
a gain. They go to the gambling houses
see the finely furnished room hear the
loud music, see the table covered with
a splendid spread, ornamented with gold
and silver, with the enticing good
looking and polished gambler with his
winning smile, and noble soul, always ready
to treat his victim with the sparkling
liquor, they put down 5 dollars it wins, they
put down 10 it also wins, &c. by and by they
put down 500, the gambler wins. They try
again, and so on, until the mine
loses all

The sickness, death and burial of Sylvester
C. Manter, chief mate of Ship Pocumtux, Tisbury, Martha's Vineyard
April 23, 1846:—As it has pleased God to take out
of this world our friend, Mr. Manter, I will attempt
to write down his sickness and death, as near as
my memory allows me to.

We left Auckland New Zealand Feb. 25/1846
all well, and in fine spirits;—saw whales the fol-
lowing Friday, in the afternoon, lowered about 5-
o'clock, and killed 4 of them. As it was late be-
fore we took them along side, Mr. Manter caught
a severe cold which seated on his lungs. He thought
nothing of it at the time, no more than a
cold for a day or two. He continued on deck for a
number of days afterwards, complaining while he
exercised himself, shortness of breath, and a
pain (tight) in his left side. About the 8th of
March his ankles and feet commenced swelling
a little by degrees. March the 12 or 13th he took
an emetic, in hopes of carrying off his cold; but
it had no effect whatever, as I could see. He contin-
ued on deck and about the cabin for a num-
ber of days afterwards, had a good appetite &c. The
swelling in his feet continued to work up till
it got a little above his knees and remained so
(swollen very bad,) when he died; his wrists and
hands were swollen and quite lame. He put a
blister on one of his wrists, also ^{on} one of his ankles.
and tried a number of ways to carry off the swell-
ing, but to no purpose. Day by day he grew
weaker in strength, could not lay down natur-
ally in his berth; he could lay no other way than
having his berth about the slant of a chair, and
laying on his back. About the 20th he took
the emetic, which operated well; but of more

We will follow the emigrant along to
Carson Valley. and there they will find
better food and at the head of Mr. Carson
and other fine water, plenty of game
and beautiful scenery, after recruiting a
few days, they cross the Sierra Nevada
and finally land in the State of gold.
Now they have become hardened, the society
is poor and some of them ~~with~~ few
with gold or money. Their expecta-
tions are high, they want to make a
fortune soon as possible and return home
a gain, they go to the gambling houses,
see the finely furnished room hear the
sweet music, see the table covered with
a splendid spread, ornamented with gold
and silver, with the enticing good
looking and polished gambler with his
winning smile, and noble soul, always ready
to beat his victim with the sparkling
cigars, they put down 5 dollars it wins, they
put down 10 it also wins, &c. by and by they
put down 500, the gambler wins. they try
again, and so on, until the mine
loses all

The sickness, death and burial of Sylvester
C. Manter, chief mate of Ship Pocumtux, Tisbury, Martha's Vineyard May
April 23, 1846. - As it has pleased God to take out
of this world our friend, Mr. Manter, I will attempt
to write down his sickness and death, as near as
my memory allows me to.

We left Auckland New Zealand Feb. 25/1846
all well, and in fine spirits; - saw whales the fol-
lowing Friday, in the afternoon, lowered about 5-
o'clock, and killed 4 of them. As it was late be-
fore we took them along side, Mr. Manter caught
a severe cold which seated on his lungs. He thought
nothing of it at the time, no more than a
cold for a day or two. He continued on deck for a
number of days afterwards, complaining while he
exercised himself, shortness of breath, and a
pain (light) in his left side. About the 8th of
March his ankles and feet commenced swelling
a little by degrees. March the 12 or 13th he took
an emetic, in hopes of carrying off his cold; but
it had no effect whatever, as I could see. He contin-
ued on deck and about the cabin for a num-
ber of days afterwards, had a good appetite &c. The
swelling in his feet continued to work up till
it got a little above his knees and remained so
(swollen very bad,) when he died; his wrists and
hands were swollen and quite lame. He put a
blister on one of his wrists, also ^{on} one of his ankles.
and tried a number of ways to carry off the swell-
ing, but to no purpose. Day by day he grew
weaker in strength, could not lay down natur-
ally in his berth; he could lay no other way than
having his berth about the shant of a chair, and
by laying on his back. About the 20th he took
another emetic, which operated well; but of more

as his lungs were much effected (as I was confident at the time) Every day he expected to get better, his cough grew no worse, and a little better he thought; but he grew weaker every day. - Capt. Manter consulted with him about going to Auckland again, but he did not wish to go there; he also talked with him about going to Otakeite, as he grew no worse of any consequence at the time, saying if he grew any worse, we could go to Tuacawana. The last of March he went in his room and never left it but once again. He was in good spirits, and appeared quite cheerful until about 3 days before he died when his pains were quite acute at times. His appetite remained good until about 2 days before he died, when his stomach was so very foul that he could not lift his arm as high as his head - without gagging, and remained so until he expired. The day he died I was quite confident he could not live long; but little did I think he was to be ushered into another world before the rising of another day sun. About 6 o'clock he took the third emetic in hopes of carrying off the foulness on his stomach (the night he died.) It operated about the same as his sick spells (gagging and vomiting every little while for a day or two before he died. After taking the emetic ^{and} getting through with it he seemed quite easy (which was about 8 o'clock in the evening) he remained so for a short time and his old spells came on again. I went in to his room about half past 9 o'clock, and he remained about the same, I then went and laid down, had gone to sleep, when I was waked up with the news that Mr. Manter was a dying

I hastened to his room, and just as I got there he breathed his last which was 12 minutes to 11 Sunday evening, April 15th 1846.—

Thus passed out of this world one who was closely connected with home by the endearing names of son, husband, and brother; away from that tender care which nothing but home can give to a friend in sickness; away from his widowed mother, his wife and brothers & sisters, on the roaring and dismal ocean, 1200 miles from the nearest land and that the land of savages.

Tuesday 21st in the morning was fixed up on for his burial. The body was placed (when brought on deck) in a canvas bag ^{home rock} sewed up and put on the gangway board and placed in the waist of the ship, to be launched overboard at the proper time. The services were read by Capt. Munter, cousin of the deceased all the officers and crew standing around the corpse of the deceased. Picture to yourselves a burial scene at sea; the sky obscure, the winds whistling, laying to with the ensign half mast, on the rocking billows and you bring to mind the realities of a seafaring life.

The services commenced by reading the following passages of scripture:—

I am the resurrection and the life, saith the Lord: he that believeth in me, though he were dead, yet shall he live: And whosoever liveth and believeth in me, shall never die. John xi 25, 26.

I know that my Redeemer liveth, and that he shall stand at the latter day upon the earth: And though after my skin worms destroy this body,

yet in my flesh shall I see God; whom I shall see for myself, and mine eyes shall behold, and not another. Job. xix 25, 26, 27.

We brought nothing into this world, and it is certain we can carry nothing out. The Lord gave, and the Lord hath taken away; blessed be the name of the Lord. 1 Tim. vi. 7. Job i. 21.

Also, the 39th Chap. of Psalms was read, followed by a written prayer: then a short exhortation. Here a hymn was sung:-

"Why should we start, and fear to die?"

When the following was read:-

Forasmuch as it hath pleased Almighty God, in His wise providence, to take out of this world the soul of our deceased brother, we therefore commit his body to the deep, looking for the resurrection of the body, when the sea shall give up her dead; when the corruptible bodies of those that sleep in Christ shall be changed, and made like unto His own glorious body, according to the mighty working whereby He is able to subdue all things unto Himself; and when the wicked also shall awake, and come forth, to shame and everlasting contempt."

Then the body was launched overboard, to rise no more, until the sea shall give up her dead. It was the most solemn sight I ever beheld, and never shall I forget the scene.

Here another prayer was read, and then the favorite hymn of the deceased was sung
"Life is the time to serve the Lord."

Whales Taken on board Ship Pocahontas



17

of
S
y
L

or
se
st

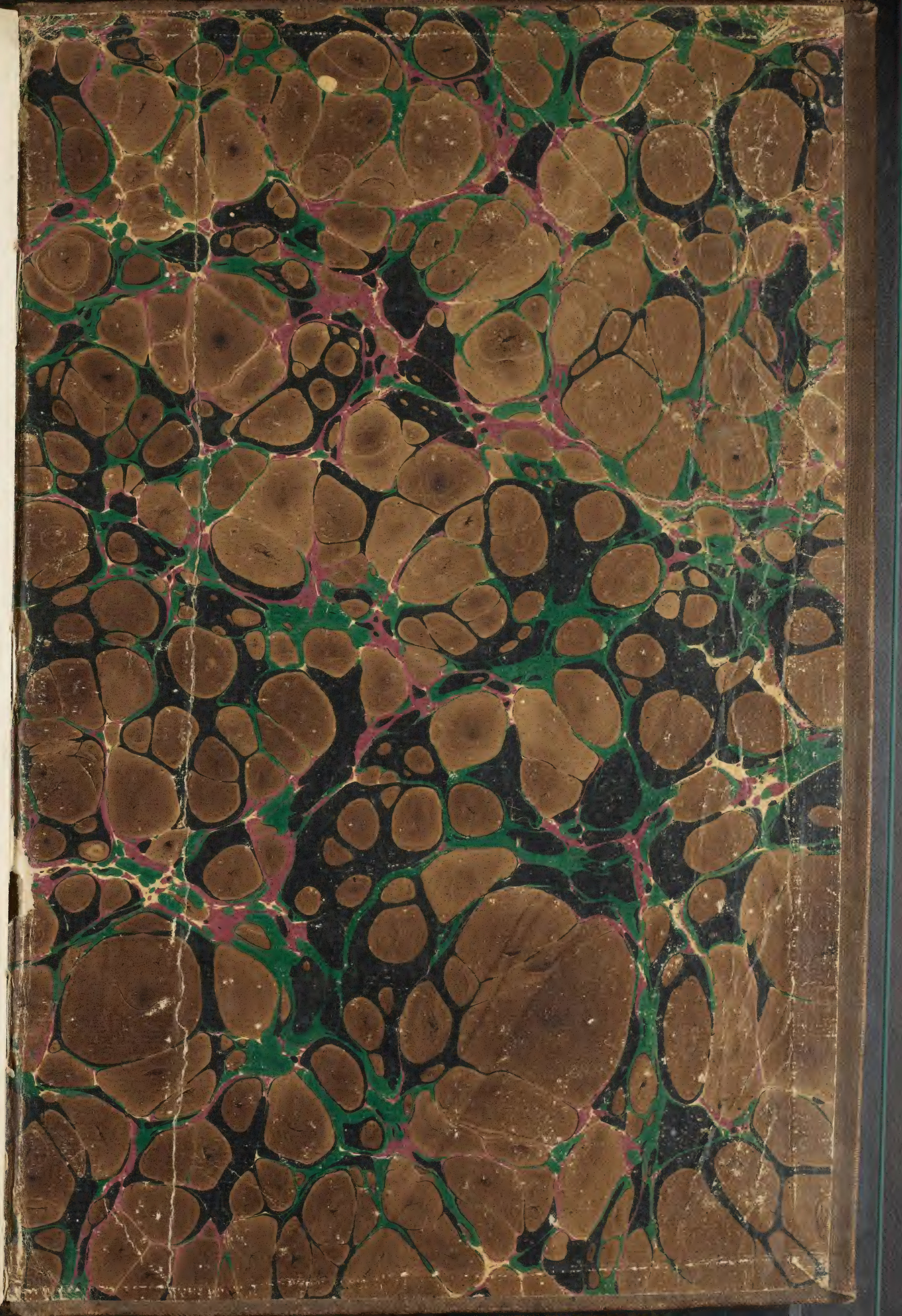
te
un
ce
h
un
L
2

v
L

i
o

[Faint, mostly illegible handwritten text in a cursive script, possibly a letter or a journal entry. The text is written on a piece of paper that is slightly offset from the main page, with some visible binding or stitching at the top.]

It is the time to serve the Lord



When a mere school boy, storing
my mind with knowledge from Peter
Parley's travels & and chattering about with
an assurance that I had a clear view
of this great world, which we live in,
and I often bragged of my mastery over
Peter's wonderful travels and work. A few
more years passed away and a thought
came in my mind: maybe I can find
something new in some corner of the
globe, if I could get there. Ah! that
was the difficulty, and a problem that
the "rule of three" could not solve. A
curious idea for me (a green Vermont)
to attempt a trip around this great
world thought many with myself; but as
my health was poor and in order to ben-
efit it, I made up my mind to try
the realities of sea-life. I packed up
what few articles of clothing I possess-
ed, and made sail for New York

I soon arrived at that port; and what a bustle greeted my arrival; I thought to myself perhaps I am the first Vermonter that ever attempted to try what virtue there was in salt water. It was some time before I could collect my thoughts enough to tell the great folks of York my intentions. At last I told them I had come clean down from Vermont to go on a ship and sail around this ere world. A man with a high black hat with a silver plate on the band came up to me and wished me to go up to Lovejoy's Hotel, he said he had a nice carriage and would charge me nothing to ride in it. My friends I can assure you I felt perfectly elated with the sublime idea of riding in a carriage and for nothing - for I was a little short of change. I told the driver I would

ride up to Longjumeau, soon as I could
find my trunk; he told me to give
him my name and he would see to
my baggage. I told him I had no
baggage but a trunk, but the driver
did not stop to listen but went to find
the trunk. and in a moment he
came running toward me with my
trunk. I got in the carriage and
in a few moments we were at Lou-
jumeau hotel, and as I was getting out
from the carriage, the driver politely
told me he wanted 6 shillings for ri-
ding me to the carriage. I told him his
agreement, but it was no use so I
paid him the 6 shillings and he
drove away - so much for the first scene
in New York, after my arrival there.
I will pass by the great sights I saw
in York. I remained there a few days

and then left for Martha's Vineyard
the place I intended to sail from.
I arrived there in time to get a chance
to go in the ship Pocahontas which
was to leave in a few days on a
whaling cruise around the world. I
went to the agent of the ship, and he
inspected me; I then laid aside my
suit of sable black, put on a new
flannel sea shirt, coarse green pantaloons
with a leather belt, ^{on} a sheath for my
sheath knife, and then strutted up
and down the ship's deck with all
the self satisfaction of an old tar who
has been to sea 40 years. The time has
arrived when we must set sail for
our long voyage; all things are in readi-
ness; wives and husbands have bid each
other farewell, (and some for the last time)
lovers have parted with their sweet hearts,

and you
of change. I was

and live the action. The Pilot is on board, and the order is given to man the windlass, and loose the sails &c. That of the hands on board are green, not knowing one rope from another, so we must make the best of it and we do I think each one, catching hold of the first rope they come to. It ~~is~~ ^{is} not worth a while for me to picture out the initiation into the beauties of sea-life; it is my object to speak mostly of the different nations and classes of people I have seen. As most of you have read the exciting scenes incident to whale fishery, and which are more vividly portrayed than I am able to do, I will not say much on the subject. I believe there is no line of business so exciting as capturing the monsters of the "mighty deep;" and I have never in all my travels found a pro-

as hardy, as those sons of the ocean
who follow the whaling business, yes many
a young man of the our "loved" New
England home, are in all parts of
the watery world, capturing those mon-
sters, and without any material diffi-
culty. I will give a faint description
of the capturing the first whales we
caught, and the process of cutting
them in. We had been to sea about
two months, cruising most of the
time, around that beautiful group
the Azores or Western Islands. We have
met with no success. It was a lovely
day, such a one as gladdens the heart
of man, especially when at sea; the
sky was clear, not a cloud to be seen,
the sea was smooth save a light ripple
now and then, and just wind enough
to fill the sails, sending the vessel
of change.

along about 6 Knot per hour, we
were running along the shore of the
beautiful Island of St. Michael viewing the
scenery on shore, with here and there
a nunnery ~~or~~ some private residence
of the nobility of Portugal, when our
attention was arrested by the man
at mast head singing out "There she
blows, there she blows!" When away cries
the Capt. right ahead Sir, was answered
by the men aloft - Come fly around my
cheekies and let us have some of those
lovely fellows, come come let us see which
boat fastens to the first whale. All was
excitement on board, one running here an-
other there, straining their eyes to catch
a glimpse of the monster. It was about
^{3/4} of an hour from the time we first
~~saw~~ the whale, before we lowered for them.
The order is given, to haul back the

main-yard and lower away the boats.
The boats are lowered and pursuing
the whales. When they are nearly on them
the boat-stewer stands up in the
head of the boat with his pole
in hand, ready at any moment
to dash it into the whale. Start
not my friends, the boat is close along
the whale now flies the harpoon, then
the whale plunges about in his watery
element; some of the time, he lays still
as death, then of a sudden he jumps
his whole length out of water, strikes
on his side, over with jaw wide
open lays quivering. The boat now
comes along side of him; the boat-
header, darts the lance in his side,
it hits him in his life, now the
whale commences spouting blood, send-
ing it from 10 to 20 feet in the air;
of course.

It is evident that the whale must die soon; yes the monster of the deep must yield himself to the ingenuity of man; who if they only knew their power, could destroy the largest vessels that float on water, and a boat and a crew would be a mere atom for them; but all things are so harmonious with the will of our Creator, that feeble man, has power to capture the greatest monsters living. The poor whale has fought for his life; but to no avail; the harpoon and lance have done their work effectually. A faint stream of blood now oozes from his spout hole, his strength is failing, his whole frame quivers; when all at once he starts with the speed of lightning a locomotive goes about a mile, stops a moment, then starts again, takes

a circle around, (which almost invariably all sperm whales do when they are dying) with his mouth wide open, then turns fin out, and the conflict is over. We captured another at the same time, and hauled them both along side of the ship, in about two hours from the time we commenced for them. The whales was then taken along side the vessel, and made fast to the ship, with a large chain, then we commence cutting them in as we call it; the head is cut off in the first place, by large specks, with long handles to them; after the head is off, we commence cutting the blubber or fat of the whale in. This is done by large tuckles and falls suspended from the main top, and ~~run~~ the falls lead to the windlass fastened in of change.

the fore part of the ship. We have
large hooks attached to the tacks,
and the hooks are hooked into the
blubber, then the men force a saw
in the blubber, just as it is cut from
the whales body. After the fat is all
off, ~~then~~ commence the process of ~~dig-~~
trying out the oil, that is done similar
to trying out lard or tallow, ~~using~~ ^{we use} the
scraps for fuel. ~~and the~~ which have no
carrying wood &c. I will dwell no more
at present in the whaling line of busi-
ness. I will now give a faint descrip-
tion of the different groups of islands I have
seen. The first group I will speak of
are the Azores or Western Isles, they
lie in the long. of about 30° west from
Greenwich, Lat 38° North. Distance from
Boston about 1600 miles. The productions
of those islands, are wheat, corn, potatoes
and cabbages.

and almost all tropical fruits grow
spontaneously ~~there~~. The island of Pico
has some excellent vineyards, and one
of the most beautiful mountains I ever
saw rises up in the center of the
Island. The peak of Pico can be
seen at a distance of 120 miles, but
clear do we see the base of it, but
the summit, is generally seen above
the clouds, and forms a beautiful sight,
its shape being regular, in the form
of a loaf of sugar, rising quite high
as if mucking the clouds beneath. The
scenery on these islands is fine indeed. The
plantations are kept in good order, and
separated by beautiful hedges, instead
of fences. Fajal the capital of the group
contains a population of about 4,000 in-
habitants. The streets are narrow and most
of them are filthy. Most of the houses
of change.

are two and three stories high with
balconies projecting out from the main story.
The lower stories are used for barns ~~and~~
rubbish ~~etc~~ and some of the poorest peo-
ple live in these barns with the rich
man's animals. The streets are literally
strengers with beggars, and some of
the most frightful looking objects you
ever ~~could~~ conceive, I saw there.
These islands belong to Portugal and are
subject to the same laws. The civil wars
of Portugal carried its horrors to these
fair islands, and its inhabitants, but
she was not contented ^{with} robbing the people
of their bread and the necessities of life;
no, they must part families, and take the
youth from their home and friends, and
carry them to Portugal, to fight, with the
rest, father against father, brother against
brother, friend against friend. Not only

1127 ~~examine~~

has these civil wars ruined Portugal,
but its blighting influence are keenly
felt on these lovely islands. You here see
the effects of popery, as in every Cath-
olic country. All the funds that are
raised on this group, are placed at
the disposal of the priest; and vast
sums of money are expended in build-
ing nunneries &c. There is a college at
Lisbon, called the Jesuit College, and
is sustained by the nobility of Portugal.
It is here on this lovely island the
aristocracy of Portugal send their sons
to be educated; but what a place
would it be to educate our children
where the very air seems contaminated
with the vices of the Portuguese. There
are few places in this world, that can
vie with these islands, in point of
natural magnificence. Nature has been

bounteous in her bestowal of this group; and Poyai can boast of one of the most beautiful gardens, that adorn any land, (and that garden by the way) belongs to Mr Daughpham, (the American consul.) whose son married the daughter of the late Professor Webster of Boston. Every thing the heart of man could wish grows in that garden (it appears to me). I will dwell no more on that lovely group of islands, but pass by regretting however that they are not under better government, and religious toleration is not more in accordance with the true principle of Christianity. The next group of islands I shall mention are the Cape Verde Islands which lie off the western coast of Africa in long. of about 23° west Lat. - 14° N. I think that this group are the most barren looking islands I ever saw, and a more de-

questing people inhabit no land on
the face of the globe. And here let me
remark; it is singular indeed that
such a land is peopled; but after
all it is a home for them. I sup-
pose they love their barren hills, perch-
ed with the scorching sun, as much
as we do our own green hills of Vermont.
At the time I visited the Cape Verde Islands
starvation was near at hand, yet some
of the inhabitants began to feel the pin-
nings of hunger, starvation was staring
them in the face; and the poor mother
is looking with horror as she views her
offspring crying for bread when she has
no bread to give. There are a few wealthy
people on those islands, and they are oblig-
ed to divide their store, among the suf-
fering - for the workings of hunger know
no bounds, and if any thing will drive

manhood to madness that will; and well do the rich know it, and through fear, not charity, they are obliged to divide their store of provision.

The state of affairs are not so easy year on these islands; once in about 10 years they are visited with a dry season and they have nothing that year to support life with. I did not learn much about the society on these islands ~~and~~ we remained on shore but a few hours; and I for one was very glad when we left. A few days after leaving the Cape Verde group, there was some difficulty on board the ship, which originated from some of the men, not trimming the birnie camp when ordered to by the 3^d officer who had charge of the watch. Instead of trimming the camp the men commenced trimming the officer by throwing billets of wood ^{at} him

It was about midnight when the row commenced; the Capt and the rest of the officers were below asleep at the time, but they were soon aroused by the noise on deck; The Capt rushed on deck in his shirt sleeves and caught hold of one of the mutineers, they had quite a tussle and the Capt had his shirt arm nearly off in the scuffle; but the officers finally subdued the ringleaders 3 of them and tied them in the main and mizen rigging, in order to flog them. The Capt then took a piece of stiff hard rope (what we call rattling stuff) and proceeded to punish them. I had no desire to witness the scene, and went below in the cabin ~~and~~ undisturbed; the Capt would not have allowed me to go, if he had of known.

I was going, for in such a case as flogging it is the duty of the Captain to have all hands witness punishment.

The first blow I heard inflicted sent a shock through my frame, for the man gave an unearthly groan, but the following lashes he received ever without a murmur. The other two were punished in the same way, and showed good spirit. They were left in the rigging until sunrise, and then they were flogged again, again on their sore backs, and to the shame of him who inflicted it. The men were then taken out of the rigging, but were so fatigued, that they could scarcely stand. And all this scrape originated from not burning a lamp. The men that were punished, ever fine in their feelings, good natured and obliging; but they got off their guard, and

allured their excitable feelings to-
master them. It is quite natural
(wherever I have been) for man ~~kind~~
when he can, and has the power to-
make people obey, to do it. The greatest
tyrants often boast of freedom among
mankind, and they forget that they
are the tyrants themselves; commanding
all under them to obey, they see the
faults of ~~the~~ others and not their own.
After all there is not such a vast
difference in mankind, as is gen-
erally supposed, I believe; and Shakes-
peare has truly said - "If all of
us had our deserts, who could escape
whipping. The next place that
I will speak of is St Helena, once
one that every one is familiar with
on account of it being the prison that
contained one of the greatest men that
ever lived Napoleon. I must say I

have peculiar feelings about me when
we first come in sight of that island.
But that I ~~possessed~~ a war-like spirit,
or had a spark of patriotic feelings
in my breast at that time, no, neither
articles troubled me, but the very name
of Napoleon sent a thrill over me. Per-
haps it was the idea of visiting the
valley of Jamstown, and getting under
the same willow, where Napoleon had
sat ~~so~~ so often, maybe it was the
thought that I (Charles Beard) would
at some future day, be telling this and
that one of this mighty rock, and how
I saw it with my own eyes, and
looked in the same path, that I
here ~~had~~ had so often walked in; suffice
to say I ~~had~~ then was something that
I felt, which I cannot describe. The
valley of Jamstown is a small but
lovely ~~and~~ place; too small however for

the home of a Napoleon; yet encircled
as he was by mighty rocks
on all sides, they could not confine
his ^{mind} thoughts; no, they scaled those stern
heights, and crossed the Atlantic, and
went back to those days, when he
stood conqueror of nearly the whole
world. The English nation was able,
and did betray that hero; yes, they
caged him at last, but did they
confine that great mind? no, the
threats and abuses he received from
that representative of the Congress
nation - Sir Hudson Lowe, did not even
quell one single thought of his vast
mind; but his mind and thoughts
were finally subdued by that fire
he often wished for, death. I visited
the spot where his body did lie once,
the spot where he spent many solitary
hours, and the only spot, that he

for I am in a position, and
have a great difficulty which
under me and to me
was a lecture, but I will
do the best I can - relying
that I am not capable of
satisfying the intelligent audience
I am sure you will be
at the same time after the close
of the Lyceum Lecture, (even)
I believe, before you have heard
elegant and prominent to be
more useful in nature and
description - which is
essential to make a lecture
interesting. Today I am sure
it is a most interesting and
clear and a day. We will
know it - probably it will
be a day.
by the Lyceum Press with

more freedom of thought - some
sunshine that London seemed
and then Berlin with its
palace of Laysa her school, and
the Capital Germany also it
be noticed

Next week will be
attention to the new & the
a day no more so much as
the day of her own about year

"I am perfectly disgusted with the any-
ing life of living on the "dull same shore" sang
a youth of 19 ever memorable summers; his spirit
it was aroused to new energy, and the shrill voice
came to his ears: Arise thou sleeper, spread the
canvas to the breeze and ram o'er the mighty
oceans that surround this world. The voice died
away, and as it died, the youth heeded its
lingering sound, and as the last note sounded in
the distance, the youth of 19 stepped his foot
for the first time on board of a small ship
to try the fortune of sea life. The captain came on
board and gave the order to "man the windless."
Now for my part I did not know what a
windless was. I should as soon capsize the
scuttle butt as to have done any thing else
at that time; but we were lucky, as there was
a few old tars on board, and they pointed out
to us the windless, and away we sprung to our
duty; but O dear what a turn to that
windless, and what a turn to us. I cannot
linger on that scene without my head moving
around now as that windless did; at any
rate we got up that termination great
hunk of iron; and ^{then} lay the masts, "put
a stopper on that anchor, and loose
the sails" Now if I could of had my own way

I should have put a stopper on that
mud hook that would hold it from go-
ing down to the bottom of that great
Lazagum. Now I says to one of the men, that
mate need not think I am going to leave
them are sails; but it is no use, up
I must go, and up I did, and with a
trembling hand and jumping heart, I
hoisted the sails for the first time. "Stay up
there two of you (says the mate) and overhaul
the rigging." Now it was no use for one to
try and get down first, no I was the last one
on the yard, and I must be reconciled to
my fate. "Sheet home the fore top-sail crew
the Captain" "and overhaul the clewlines
and buntlines," cries the mate; clear that
bunt-gasnet—cries another; and there
I was up in the fore top holding on
with all my might, the rope flying around
me, and I, poor soul, not knowing one from
another. "Come down there you great lance
lubber" (cries the Captain) "and you gim go
up and overhaul the rigging!" The rigging
is overhauled, the sails are set, and we
are bounding over the ringard sound. Soon
the wind comes ahead, the tide is against
us, and we are obliged to anchor again.
It was about 12 o'clock in the night when
we came to anchor in Carpaule Cove.

run away. There we let the matter rest
for the present, and come to our living.

Duff forms a prominent dish in ships
living, such as bean soup and lob scouse,
although soft ^{tyke} is good with as por-
poise brains made into flap jacks, yes
all these are good, but we could not utilize
any thing on board but salt cod fish
and hard biscuit (that is when we was
sea sick) The living on board of whale
ships is very good generally, but at that
time I thought it was very poor. After
we had been to sea about 24 days the
Captain told me he wished I would
take the steward berth, ~~and~~ I can
assure my heart leaped with joy,
for then I could go in the cabin
and do my own cooking, and as
I was a good cook I knew I should
have nice times. Day by day passed away and
I got along first rate in my new sit-
uation. I am fairly over my sea sickness
and my anxiety is great to see a
whale, and while I am thinking of them
the men at the mast head, cry out
"There she blows" "There she blows" "Where does
cries the Captain" "4 points of lee bow" "Keep
the ship off" cries the Captain, and soon
we are within half a mile of the monster.

and my heart swells by a pumpkin
I see his venerable form rolling and
dashing himself in his watery element.
"See away the boats and let us show that
fellow" says the skipper. The boats are
lowered and are making for him, the whale
lays there unconscious of their approach,
one of the boats goes ahead, and now
it is close on him, the boat's steerer stands
up, grabs his harpoon and he dashes
in with the monster which plunges
around as if he had the tooth ache.
"Stem all, stem for your lives" cries the
boat's header. Along the whale takes a
new start, and dashes on and the
line gets entangled and in order to
save the boat and themselves they must
cut the line, the line is cut and the
whale goes with the swiftness of a loco-
motion to the windward and we see
no more of him. The boat comes along
sick, the crew come on board cross
and disheartened, as their prize es-
caped so easily, but it is soon forgot-
ten, and every thing goes on the same
as if we had seen nothing. The next
that comes to our view are the Azores
or Western Islands that lay between
~~Europe~~ and the eastern continent. There

are a number of them, and are situated in a beautiful climate; but at that time I could not see them, but as I have since then I have been there. The Islands belong to Portugal and are subject to the same laws, the civil laws of Portugal, carried to them from the Islands, ^{and} ~~are~~ its inhabitants. Portugal was not contented with robbing ^{the} ~~the~~ inhabitants of their bread and the necessaries of life; no but they must spoil families, ^{and} take the youth ^{from} ~~from~~ ^{14th 15th} from their homes and friends, and carry them to Portugal to fight, father against father brother against brother friend against friend, and not only has their civil wars ruined Portugal, but its blighting influence are keenly felt on these fair Islands. and you here ~~the~~ see the effects of Popery as in every Catholic country. All the funds that these Islands can raise are placed at the disposal of the priest, and vast sums of money are expended in building nurseries &c. There is a college on Fozal one of the Islands called the Jesuits College, and is kept up by the nobility in Portugal; it is here on this lovely island the aristocracy of Portugal send their sons to be educated but O what a place to educate in

children when the sea air seems con-
taminated with the virus of the Portuguese.
There are few places in this world that can
vie with these Islands in point of nat-
ural magnificence; nature has been boun-
tifulous in her bestowal on the fair ^{mountain} islands,
and Laysan can boast of one of the beau-
tiful gardens that adorn any country, even
that garden (by the way) belongs to the
American Consul Mr. Douglass. (Whom
you mention the late Professor Webster taught)
Every thing that the heart of man could wish
in this world grows there (it seems). But
why dwell on the fair Islands, let us pass them
by, regretting however that they are not
under better government, and religious toler-
ation is not more in accordance with the
true principles of Christianity. The Capt.
shipped 10 Portuguese here as we were about
sailed. Most of the whole ship crew
here with about 2/3rds of their comple-
ment of hands, knowing and expecting
to get ~~the~~ the remainder on these Islands,
and there is no trouble in getting any
quantity here, and for a mere trifle.
They make good sailors, and that
is the most we want of them. Our
ships ~~always~~ touch here for recruits - almost
invariably

The very gates of Heaven seemed to be opened,
the lightnings vivid flash and the thunders
near, was seen and heard by us. I ran below
to get out of the rain; but it was no use
the mob came to the fence the gang sang
and sang out "who's down there" I am, I am
come, me, cries another and so on. Come up
here and I'll learn you a lesson, you are
not at home nor under your mother's
petticoat" lay afloat and help fuel the mill
and be quick to. Now for my part I had
rather lay down in my birth below than
to lay afloat; but it was no use, I must
go up. There are rope ladders and in a
thunder storm, and up I went, but green
as I was I had friends among those old
weather beaten tars; they told me to remain
in the top and they would do the work,
and now my heart ^{was} bound with gratitude
to them for their kindness to me that night
and not only did they prove kind to me that
night; but ever after long as we remained
together. Two of them since then found a baby
grain; they done all they could to help me and
others when we needed it; but no one could save
them; they both were drowned in the discharge
of their duties, one of them a whole line caught
around his leg, and the whole drace then
down on the shores of the narrowest

coast of America, the other was drowned, in
a gale of wind, when no boat could be lowered
for him. And once more we are snug at anchor
the sails are all furled; now the wind
has shifted and blows fair for us. "All hands
ahoy crew" the mate and heave up anchor.
I had just got fairly to sleep when the
aloud summons came. O what would I have
given then to have been at home with
my friends; but it was no use thinking
~~there~~ of beds of down then at that time,
we all went on deck, and we had to
go through the same routine again. All
is snug once more and we are fairly
out to sea, the wind is howling, the sea is
raging, and what a set of sea sick fellows
we are. It is of no use for me to try and
describe the feelings of a sea sick person
suffice to say that it is bad enough, and
if you do not believe it, go and try for
yourself. Day by day wees away, and we are
strive around to make us get over our sea
sickness the mate says. One in a while
we number of us meet together and
sympathize with each other, in our
initiation into the mystery of sea life.
Most of us finally conclude that the first
land we ~~see~~ ~~see~~ we get on to we will

Frederic Russell

Keys in 49 Page

Ladies & Gentlemen: A few days ago I was requested to give you a lecture, and I accepted the request without giving it one thought. I know I am not capable to interest the intelligent audience before me, more especially at this time;—after the close of the French course,—when you ^{have} heard eloquent lectures from prominent speakers—men versed in oratory and descriptive powers, which makes a lecture interesting. Foggy London, with its grand buildings, its titled aristocracy, its gilded salons, and its dens of poverty; gay Paris with more sun-shine, more freedom than London, ~~and~~ learned and stern Berlin, will not be noticed; for you ~~all~~ are familiar with them all; not a day, nor one hour passes, but we get near from what part of the world. Not so with the part of the world I shall bring to your notice. My subject is "Impressions" made on our minds ~~when~~ ^{while} sailing around the world.

My friends, we are not aware of the vast difference the world comprises, of the ways and manners of mankind, until we have seen them in their different forms. The dispositions of men, in our land and clime, are similar; and whatever principles have been instilled into our minds while young, we will retain in a measure; and the seed then sown, will never be thoroughly rooted out from the remainder of life. I have, during my travels, been in many parts of the world, (twice around it.) Some of the scenes I have witnessed, have been exciting, some melancholy; and in many instances, ~~and~~ ~~some~~ noble traits of character have been displayed. and among a people, termed heathens, (and are considered so by us in every sense of the word) Nature, the most generous friend, & a good teacher, has implanted in the heart of every individual, a something, that man has never been able to accomplish. In all my travels, I never have been among a people; who did ~~not~~ know right from wrong, and ^{had} a perception of an overruling power. It is true, I have seen many worshipping images, and agonizing over them with distorted countenances; but after all there is a still small voice whispering to them of One

can only long to admire and come to the
place. I think I have found the Americans
(especially at the Sandwich Islands) to be as proud
and overbearing as any other class of foreigners. It
is quite natural for men, when he has the power,
to make people do as one so. The greatest tyrants
after a sort of freedom among mankind, forgetting
they are the tyrants themselves.

Finally. It would of pleased me better to have
placed the Sandwich Islands before you in a more
favorable light—especially after so long years of intercourse
with civilization; but from observation and experience
could not do it. I will close by quoting
from that excellent and truthful work of Hy A
Hale:—"If the people had been taught—generally,
to respect Christianity from love, rather than a
 slavish fear; and sympathies raised through a
medium too exclusively spiritual, their present
condition, would of been vastly superior, both
in its social, political, and religious aspects, and
the shining before which they knelt, would
of retained its sanctity and life. These views
naturally lead to the inquiry:—What is to become
of the race?" The Hawaiians as a race are
physically and morally doomed to pass away. In
the short period of 74 years more than 325,000
of them have passed away from the earth.

In a few years, the last of the Seneca Indians,
with blind eyes and tottering steps, will be
passing over the sunny plains, or the romantic
valleys, and as he looks through his tears of
sorrow and despair, he will exclaim in the
language of the Nation;—"I come back to
the land of my fathers, to the home of my
youth and said, 'The friends of my youth,
where are they?' and an echo answered, 'Where
are they?'"

who is over all - even their adored images! The
peculiar^{ity} I formerly let give me a good opportunity
of visiting the dark portions of the world that
are not so familiar to us. I have more
faith than many of you ^{heathens} in regard to the
heathens' idea of a future being. They are so
constituted that they want something tangible to
worship, and though their idols they do it knowing
that the idol is nothing but a form, a kind of
church for them to center their ideas and feelings
upon. If there is one ~~worshiper~~ ^{man} ~~man~~ ^{person}
within the sound of my voice who does not believe
in the existence of God, let him visit the
green islands in the broad Pacific, and when
he sees how admirably God has constituted them;
giving bread fruit, and fine fish for food, and the milky
cocoa-nut for drink ~~(where there is no water)~~ which is the
case on many of the coral islands; and I am sure
he will be convinced that all this was not done
by chance.



My friends when a mere school boy showing
my mind with knowledge from Peter Parley
travels he and strutting about with an
assurance that I had a clear knowledge
of this great world which we live in. I
traged over ~~over~~ my master, the Peter
Parley, and said to myself I guess I
know as much as Mr. Parley does about
this ere world. A few ^{more} years were passed
away and I began to think, may be I
can find something new if in some corner
of the globe if I could only get there. Ah
that is the difficulty, how to get there was
a problem that the 'rule of three' could
not solve. The thought of going away from
home brought another new idea into my
head — that there was a great body
of water to cross, and how to get across
it brought another ~~new~~ ^{new} idea, I thought
to myself — if the commencement of
this great undertaking starts so many
new ideas, ^{in my mind} what will the accomplish-
ing of it be to ~~my mind~~ me; I finally
made up my mind to take a trip to
sea, let the consequences be what they
would. I packed up what few arti-
cles I had and made sail for New
York. I soon reached that port, and
after viewing the great big houses and
grand churches with great long streets
I made up my mind it would not
do to sail from that port, for few
some of the great folks would laugh
at my ~~undertaking~~ ^{undertaking} to launch myself
on the night's sleep. Now I think to
myself I had better go back home again
and let the rest of the world go; then
I thought supposing I should go home
again, all the good and virtuous would
point the finger of scorn at me. I
stood at the corner of water and wall at
soliloquizing, when a thought came into
my head, of trying the beauties of a

2
whaling voyage. I learned from a friend
of mine that the best port for me to
go to ship from was New Bedford.
There was a schooner lying at the foot of
Wall Street getting ready to sail for
New Bedford. I went on board and got
a passage for that place. About 4 in the
afternoon we got under way. We passed
Hell Gate at sunset with a fair wind
and smooth sea. I thought I was
going to have a fine time, sailing up
Long Island Sound. About midnight the
wind commenced blowing and I thought
it would blow us on shore, and I
did not care much if it did for a man
as sick as I was never was than myself.
However we all lived through the gale
but the first stopping place we came
to which was Edgartown on Martha's
vineyard. I made up my mind
I would go no further. I told the Capt.
I would leave, and he said it was
best for me, for there was a good ship
about leaving the island for a whaling
voyage. I went and saw the owner
of her and they said they would be
glad to have me go in her. Having
shipped for a whaling voyage, and the
ship being about ready for sea, I
laid aside my suit of blue black
and put on a muslin shirt, tarpaulin
coat, with a belt and sheath knife
around my waist and strutted up
and down the ship's deck with all
the self satisfaction of an old tar.
Who has been to sea for 40 years. Every
thing is in readiness to proceed to sea.
Wives and husbands have bid each other
good-bye, lovers have parted with their sweet-
hearts, the Pilot is on board and the
order is given out "belay the
top sails, let go the hawse". As most
of us are green hands we do the duty

of the first rope we came to and
commence hauling with all our might.
It is not worth a while for me to dwell
on the beauty of the first setting out
on sea life, it is my object to speak
mostly of the different classes of people
I have been thrown among. As most of
you have read the exciting scene inci-
dent to whale fishing, and more vividly
portrayed than I am able to do, I
will not say much on the subject.
There is ^{business} no life so exciting, to men as
the whaling business, and no class of
people so hardy as the sons of New-
England who leave their homes year after
year to capture the Leviathans of the
vast waters that surround the globe.
I will give a faint description of the
capturing of the first whale I ever
saw caught, and the process of cutting
them in, as we term it. We had been
at sea about two months, cruising most
of the time around the Azores or Wes-
tern Island, and had met with no suc-
cess whatever, It was a lovely day such
as one as we seldom see, the sky was
perfectly clear, and a breeze light
from the northward, sending us along
about 5 knots per hour, along the
shore of the beautiful Island of St Mi-
chael's, one of the Azores. It was
about 4 o'clock in the afternoon when
the man sang out at the mast
head. There she blows, There she
blows. The Capt cries out when away
right ahead Sir, Come fly around
my quarters and get the boat ready
and let us see which boat gets the
first whale. About 1/2 an hour from
the time we raised the whale, we
located for them. I did not belong to
the boat and had the sport of seeing
the green and eyes stick out a little

as they would the sting of a serpent. Now
 would it not be advisable for this govern-
 ment, to devise some plan to hake up
 that poisonous den, that is so infectious
 to all that come in contact with it. It
 is true that the Constitution of the United
 States, says: "Congress shall make no law respecting
 an establishment of religion, or prohibiting the
 free exercise thereof." But had the mormon doc-
 trine ought to be considered as any thing
 to do with religion? I think not. It seems
 to me that there is not a spark of virtue
 within the mormon church. The vessel that I
 went from San Francisco to Australia in, had
 10 mormons on board, who were going to that
 country to try and plant their belief. I con-
 versed with them, more or less, about their doc-
 trine &c. They put forth some of the most
 disgusting ideas that man can imagine. In
 conversing with one of them; he told me he
 had a brother but a short time ago, and
 that he had but one wife, but he had been
 among them long enough to have many; and
 that he had not gone to the desired heaven
 on ^{for} that ~~that~~ ^{that many} account; and that he should be obliged
 to marry more wives on that account. I might
 name other matters similar to that, but I think
 it not worth my time. We will leave the mormon
 city with the emigrant and follow them along
 to Carson Valley; and see how they are treated
 there. They are kindly received by Mr. Carson
 and others, and their wants are supplied at a
 reasonable rate. There they find plenty of game,
 pure water, and splendid scenery to feast
 their eyes upon. They are once more on their
 route, and after a few days travelling, they
 cross the Sierra Nevada mountains and come
 on the great Colorado; here they are, (what
 are left of the train) in a strange land; but
 their expectations are high, and they are constantly
 thinking what way to go to work in order
 that they may make the most by it
 and return back to their native land.

They commence to mine in the first place, & obtain a few hundred dollars, and start for the gambling saloons, to try the fortune in state for themselves; they put down 5 dollars, it wins, they put down 10, it also wins; being a little excited and pleased with their luck, they venture to put down from 100 to 500 dollars; as a matter of course the gambler calculates to take all heavy bets, and the poor miner loses all his earnings in a short time. So much for his first introduction into the beauties of gambling; yes, many an old farmer, who would not make a single bet before they left for California; now, after arriving there become so hardened, that they would do many crimes. In fact it seems a second nature to them. You often see the former once merchant, standing over the gambling table from noon till eve, their countenances fixed on the money as it passes through different hands, and cursing luck when against them; and it is against them most of the time. I will give a description of the gambler, and the gambling houses hereafter. We will ^{now} leave the mountains, and take a look in the valleys, and cities. I think California to be one of the best places for farming, that I ever visited; in fact some of the best and largest crops, I ever knew of, I saw there. There can be one crop raised without much trouble, but it requires an amount of labor, ^{generally} ~~it~~ ^{is} said the second crop, on account of the dry season; but where the farms are situated ~~near~~ ^{near} the water they can be irrigated quite handsomely, with fine pumps. They are building a flume to convey water and lumber from the mountains; it will be of such grade that the lumber will be sent down with considerable speed. When finished, it will be some 60 miles in

length, and will empty into the Sacramento river. Marysville is considered the head of navigation, of the Feather and Yuba rivers; it is a small but pleasantly situated city, and a place of great trade. There is not a day passed but you see the city thronged with different pack trains of mules, from all the northern part of California; and miners are seen coming in, and going out of the town constantly. There are some fine farms in the vicinity of Marysville. We will leave Marysville and pass down ~~the Feather river~~ into the Sacramento river, and take a look at the city of Sacramento, and some of the incidents connected with that peculiar town in '52. The cholera commenced to rage there in the month of July, but did not prove very fatal; still there was a great amount of distress and suffering prevailing among the poorer classes. The sickness thus nearly abated, and the genial smile of hope again appeared; the inhabitants had returned to rest (many of them) from the toil of their days work; some were at the gambling saloons, trying their luck at monte, 21, &c.; some were at the splendid restaurants feasting their appetites on the choicest food that can be served up; some were smoking, over the sparkling glass. — When the cry of fire is sounded in their ears; the gamblers grab for the money he has laid down as his bet, he hesitates it may win; no, he has lost; the gentlemen feasting at the restaurant take an extra mouthful; the drunkard clings to his glass and swallows the burning contents with eagerness; and now they all rush to the scene of fire and destruction, which levelled this city of Sacramento to the ground, on the 2nd and 3rd of November '52. I visited the sad scene a few days afterwards, and the smoke was still ascending — there was but few

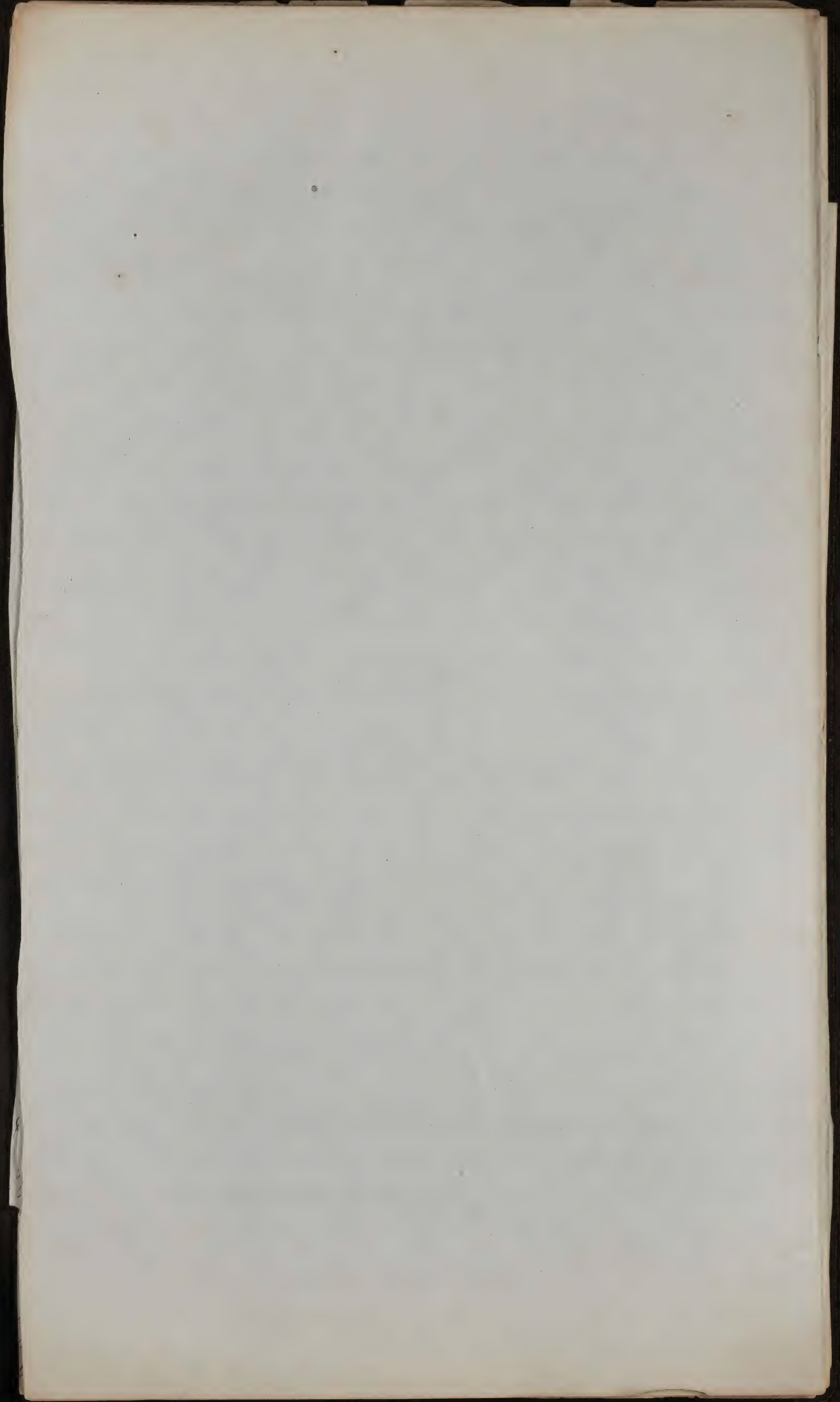
buildings left standing. In fact, there
never was a fire that done its work
so effectually, (I believe) as the one I
here relate. And it was distressing to
see the scenes of distress on every hand
as you passed over the ruins of Sacramento.
Families were huddled together, with a
few yards of cotton for shelter, and the
damp ground to sleep upon; but all seemed
to be on a move, in clearing up the
rubbish they and in building tents, &c.
Some ~~were~~ commenced large brick buildings
soon as the fire ceased. Once more are
the inhabitants of Sacramento sheltered
partially from the weather, and are in
hope to escape further trouble through
the winter, but alas, there is no end
to trials in this world. I suppose
you are aware most of you, that the city
of Sacramento is situated on low land
on Sacramento river, and near the mouth
of the American river. The reason for
building the town there, was on account
of common vessels, being not able to ascend
further up, as the water is shallow in the
dry season. To protect the city from
the rise of the river, they built an en-
bankment or levee, on the river side of
the city, at an immense cost, and had
no idea, that they would be troubled with
the water in future. But the winter of
'42 and '43, was a very severe one all
over California. The snow fell from 4 to
10 feet in depth on the mountains in a
short time, and no sooner had it fell, when
it commenced raining, and the snow
melted fast, and swelled the rivers over
their banks and inundated the valleys;
~~and~~ the water and timber came down
with such force, as to break through
the levee and fill the street of Sacramento
with water, from 1 to 8 feet in depth. Now
the inhabitants all must give up on the rain,

13
that see no end to their trouble. Then
they are stranded in their houses, and
no chance to go forth, but nothing seems
to daunt the hearts of the Californians,
and soon you see them traversing the
streets of Sacramento in boats. And
when the water is not more than a
foot or so deep they travel in mud scows
drawn by oxen. It was a common occurrence
to see men as they were walking on the
levee, in the mud, to get so in ~~the~~ it
~~was~~ so strongly, that they could not
get out, without leaving their long boots.
I never saw so disgusting a looking
place as the city of Sacramento showed
in the winter of '53. Merchants did not
escape the water, and small steamers sailed
through its streets without any trouble.

It was a fine sight after all to see the
immense body of water, that came forth
from the Sierra Nevada mountains, and covered
the valley of the Sacramento, although destruc-
tion came with it, and swept every thing
before it ^{house} lumber, hay, grain, cattle and
horses, went with ~~the~~ the current, as it
rushed into the ^{great} reservoir. The water flowed
out of "Golden Gate" (the mouth of San
Francisco harbor), with such force, that
a vessel bound into the harbor could not
get in, unless she had a fair wind.

We will now leave Sacramento, wishing her
a better fate in future, and take a look
at the city of San Francisco, a name
familiar to every child, of all nations.
San Francisco is pleasantly situated, overlooking
the great bay bearing its name. In the first
place I will give you a description, of
what San Francisco was in '46 - the first time
I visited it, which was to obtain recruits for
our regiment. We went into the harbor dropped
anchor, and were on shore; we landed in
a low swamp; the ground so moist, that
it was difficult to walk, without being miser-

There were a few old buildings including the "old adobe building" or custom house. The few inhabitants were Mexicans and Spanish of the lower quality, and one or two Americans. We remained on shore a few hours and obtained our recruits and then returned to our vessel, which was preferable to the shore—for we could not travel with any comfort. We left the next morning, and I said, I never wished to see that place again; and I believe all were of the same opinion. In '51 I visited San Francisco again, but now changed from the original one. There was not a Mark left of the former town save the old "adobe building"; and that was used as a gallows, in hanging the notorious Jenkins, who was by the citizens there; and the individual that caused the remark:—"San Francisco, the place where they hang folks, and afterwards try them." And it was quite true in that case—although he was guilty. I left California soon after, and returned to San Francisco in '52 and remained there and in the mine until '53. San Francisco in '53 was a fine city, taking all things into consideration; most of the buildings were of stone and brick and some of fine ones indeed. The city was well laid out, and the streets were all planed.



We will now leave San Francisco, and cross the Pacific Ocean to Sidney Australia. New Holland lies between the Lat of 10° and 39° South. Long between 113° and 154° East Long. It is about equal in extent to the whole of Europe. In 1786 the British Government took possession of a part of it. Although Sidney has been settled some 40 years. In 1810 it contained a population of about 6,000. It now contains about 40,000 inhabitants. As regards the situation and climate of Sidney it is fine, and the scenery around the bay is magnificent. There is any quantity of stone to build with; and most of the houses are fine, & built in good style. The city is poorly laid out. Most of the streets are crooked; till there are some fine ~~streets~~^{ones}. All are well paved, and kept in good repair. The greatest evils to be found in Sidney, are the grog shops, which are in almost every public building; and in some of the streets, you can scarcely pass through, without seeing stretchers on the pavement, a drunken man or woman. The people of Sidney are much annoyed with sand when the wind blows brisk. About 4 miles from the city, there is a large bank of sand, covering over many acres; and as the whirl winds ^{which} are numerous, in that country, take the sand up, and distribute it where, it pleases; and that is generally in the eyes of the people, that are so unlucky as to be caught in the streets. I have seen the sand flying in all directions, and so thick, that it was, with great difficulty, that a person could walk, unless their faces were veiled. The first time I visited Sidney, I was considerably frightened on one occasion; It was one Sunday afternoon, about 4 o'clock, as I was walking along shore of the beautiful beach of Sidney Harbour, when my eye caught a very dark cloud in the heavens, ^{moving} with great velocity, and appearing in different forms. I stood

still for a minute, believing that peculiar phenomena, and then made up my mind, I would hasten back to my boarding house. I had not proceeded far, when the wind became almost hot, and remained so for a few minutes. It was rather unpleasant to me; not being acquainted with the fact, that hot winds, as it is termed, prevail in that country, I did not know but the work was on fire. Soon as I reached my boarding house, I learned the full particulars of my surprise. It was a sight well worth witnessing, frightener as I was, to view that curious peak in the heavens. I never saw clouds even at sea more with such rapidity, as did those; and at times, the wind came in so strong gusts that it seemed to me, some of the buildings must come down; but they stood it well, much better than the small boats that were sailing in the bay. One pleasure boat was capsized, and 4 of the party, found a watery grave. It is frequently the case that the forest, like fire, by the igniting, the limbs of some of the trees, rub against a kind of wood, that ~~ignites easily~~ and the air being so hot it sets the forest on fire, often. The same evening that the hot winds were felt, the forest to the westward of Sydney, were all on fire, and many of the settlers have their houses laid in ashes. I asked a number of people, if they knew the, could account for the hot winds, and they answered no.

Sydney, was formerly the jail, to some the convict ~~prison~~, but of late years there has been sent there. Some of the wealthiest citizens of Sydney, were convicted, banished there from 7 to 21 years, and some for life. Many of them are now worthy and respectable people. Let us not judge too harshly of the people of that country for we can tell the man, that first sent that man or woman as convict to Australia.

15

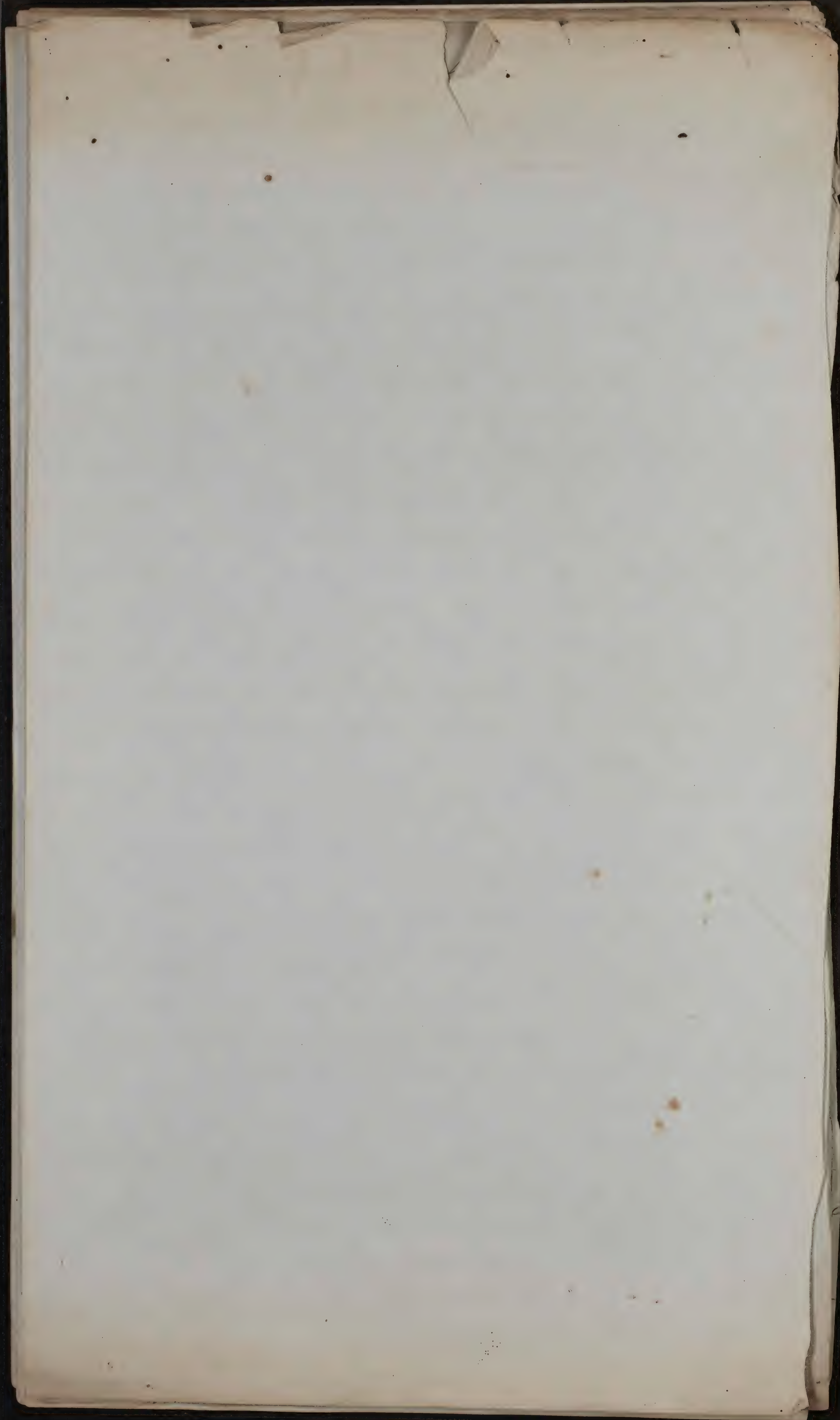
perhaps some of them were transported
from their home, for stealing a loaf of
bread to feed their starving children with,
and some for ^{the} crime of about the same magnitude,
and some for perhaps once for their role in that
surrender of Great Britain, although there
is a class here in America, that present
as a nation to them for a pillar of perfection
that will drive men to madness that will rob
the last ^{about} ~~feeling~~ from them and as the last mouthful
of food ^{is} being eaten, they will snatch it from
their mouths. I say, give me the laws and in-
stitutions of this country, with all its evils, be-
that of the self righteous government of Great
Britain, where if a man, breathes one breath of
free air or give one thought, — that does not
strictly coincide with the government of Great
Britain, he is hung, or transported for life to
that desolate place, Norfolk Island. We do not
alter the conditions of our slave here and feel
for them, and while we sympathize with them,
may we realize that there is a country, (although
Rauy does not exist there in one sense,) yet it
des and does still exist there in, a most
deplorable condition. The Rev. J. Goldsmith
says, "they (the English) think their constitution
and government the most perfect, of all go-
vernments, and above all improvement." and from
the high opinion which they entertain of themselves,
it may be easily supposed that they look upon
foreigners as much inferior" and Mr Goldsmith
has the remarks: "yet there are despicable characters
in England who laugh at the dictates of hu-
manity, and seem to be destitute of liberal
and generous sentiments; but the majority of
the nation are against them" and "the conduct
of the English in India," (and who can doubt it)
where the poor inhabitants were oppressed, plun-
dered, and even sacrificed to avarice, has greatly
subtracted from their fame for liberality and
humanity. Many bailiffs who are debtors, many
attorneys, many overseers of the poor, many cler-
gymen when they collect their tithes and

and appearing in court

9
become, and their ministers who make war;
seem to have humanity and generosity no
more in the catalogue of their virtues,
than the members of the holy inquisition
have in theirs." And such is the case when
ever the English have set their foot, & it
is the same in New Zealand, among that
people they are ^{as much} absent. Mr Goldsmith, in ~~speaking~~
speaking of the government of great Britain, we
all it has the power. "Ireland is a country
where aristocratical influence is more pre-
valent than in England. Every thing which
government has to bestow being reserved for
parliamentary interest, and conferred on the
high order of protestants; there is no middle
order of people to balance between the great
and very humble; and two other bad effects
are the consequence, that of fostering religious
distinctions and discouraging merit, the only
proper qualification for public office." "A dis-
graceful system of political corruption, the
source of which it might not be difficult
to discover, prevails all ranks from the peer
to the peasant." The enlightened W. A. Keble
in speaking of the ~~English~~, ~~in their~~ Irish,
under the hand of ^{British} oppression and tyranny, says
you "will discover such various gradations of
misery, as we could not have supposed in a
civilized nation. Man is exhibited to his
fellows as oppressor and oppressed; he will per-
ceive the hand of tyranny pressing upon him
heavily and insidiously, and find an accu-
mulation of human beings, without any other con-
stant for the accumulation of human wretchedness.
He will find him hunted from the vale to
the mountain top, to shelter in the rude caverns
and rocks, from his brother Christian, the politically
orthodox believer in the humble author of
their common faith. Yet amongst all these
wiles, he will still recognize the genius of the
people, like a bright star in a tempestuous
and gloomy horizon. A nation never commu-
nicate to us. A whole people cannot be purchased.

The impulse to leave the mouth of the
Cannon, & rush upon the Bayonet against
their rulers; And when such event do
take place, and when the voice of Com-
plaint does arise from a whole people, let
their governors attend to the deeper
meaning, and remember, that it will
not be necessary to seek a heavenly gift,
an interpreter, to expound ~~this~~ ^{these} ~~these~~ ^{these} ~~written~~
^{upon the wall.} I have dwelled longer than
I expected on the government of Great
Britain, for the reason that "I am
now giving a brief description of an
English colony, and that the English gov-
ernment has its eyes well as our own.
And its inhabitants ^{of England} begin to feel some
potent feelings, and are constantly think-
ing of some means that will save
them from the hands of British oppression;
and the day is not far distant, when Aus-
tralia will take her share among the
nations of the earth." May the fire that
is already kindled in the hearts of
some of the inhabitants of New Holland,
spread through that whole colony, and
may the very (transportation crowd at that
country) that has so long infected that
country, be withdrawn stopper. While
I was in Melbourne, the news came from
England that there was to be no more
convicts sent thence, and the Argus
a strong Democratic paper in speaking
of it, says:- Few all the transportation,
the deadly influence of immiseration,
the meddling mismanagement of colonies
officer control, the slavish submission of
the English colonists to authority how
much they will might the inhabitants
of the colony of Australia rejoice, at such
tidings, and as they view the beautiful
vessel entering their fine bays. Their hearts
will be more be chilled with the idea that
they can never expect to be set free again.

and which debarred the lofty pine that
are so abundant in that country. I be-
lieve there is nothing on record that shows
when that country was experienced those great
convulsions which must have shook the
very mountains as if they stood on pivots.
It is evident that the Serre St M
are very near the same now that they
were hundreds perhaps thousands of
years ago. The mighty pines of that
country show a growth of hundreds
of years, and they stand in the height
of those mountains, as splendid mon-
uments of the rich soil of that
country. I have seen pines 12 to 16 feet
through at the shaft and between 2 to
300 feet in height, waving beautifully
to the breeze, as it sends its murmur
notes among the branches of those majestic
pines. The scenery among these mountains
is truly magnificent, they are the Alps
of these N. W. States and many a noble
and hardy band are at this time un-
dermining those wonderful nature mountains.



was to show men, as a sort of a play-thing. They had true friendship with them, wherever they went; yet those deadly weapons were sure death to all that they were pointed at. After a few years, Capt. Sutter concluded to build a saw mill on the American river; the site selected for the mill was some 30 miles from Sacramento river, the spot where the city of Sacramento now stands. In order to save the mill from being swept away with the freshets that are ^{so common} in that country, they must build a race, for conveying water to the saw mill. Capt. Sutter sets a lot of men to work, digging the race. The men toil on day after day for a man nothing, throwing the precious dirt about without any mercy. Start not; one of the men has picked up something that appears to him very precious; yes, his countenance has fixed on the ~~precious~~ metal, he doubts, he thinks it is a dream; no it cannot be, it is a reality; his pulse beats ~~again~~ regular once more; his countenance resumes its natural hue; he throws down ~~the~~ his spade, puts his hands in his pockets, and now he is his own master. The cry of gold passes from one individual to another; the work is finally stopped. Yes, gold! gold!! gold!!! is at last discovered in California; the news is borne quick as possible to every land and country. All gray-headed men of 70 who are tottering on the brink of the grave; buy them a pick axe and a shovel, and start for California to seek for gold. Middle-aged men, with wives and children to bless and cheer them, and a good farm to spend the remainder of their days on

start at the cry of gold. Young men, leave the farm, counting room, mechanic shops, for ^{more} gold; ^{even} the natives of the Sandwich Islands make up their minds, that they must have gold, they start for California with a calabash of pora, but that will not save their life; no, they must bow to death, for the climate and way of living is so different from their own. The miner's life is one that I like if success attend it. I admire a mountain farm, in the wilds of California. The Sierra Nevada mountains have a peculiar grandeur about them, that no pen can describe, especially the one that I have. It is not my purpose to dwell on the ill success of fortune that has ever attended my footsteps, since I left home, I for one, would rather forget them, and look more on the bright side of life. There is no class of people, but have their joys and sorrows, prosperity and adversity, and death mourns the whole climax of mankind. California stands out in bold relief, a wonderful place, in almost every respect, it extends from the latitude of about 32° to 42 degrees, that is 10 degrees in length some 570 mile running along shore of the Pacific ocean. There is no state in this union has the extremes of weather that California has, while the north of the state is covered with snow the south is clothed with his coat of beautiful green. Let us look at the natural side of that state. The coast range of mountains, are fine but nothing compared with the Sierra Nevada. The land of snow, once when many a lone farm rests, although village and people live on these mountains.

The Sierra Nevada mountains, extends
from the Lat of 34° and extends into Oregon
They are indeed a beautiful range of moun-
tains, their peaks clad with the snow
of ages. They are not compared in some res-
pects to the towering Andes of South Amer-
ica, with their burning volcanoes, ever send-
ing the fire and smoke high in the
heavens, and the voice of thunder often
breaks forth from their volcanoes, destroying
fair villages and homes. On the other
hand it seems as if the mountains
of California have passed through the fiery
 ordeal, have stood the test of fire
and come out as a mound of pure
gold. There is an attractiveness about
the mountain of gold that no country
has ever been able to vie with. California
is represented by nearly all nations of
the globe. English, French, German, Russian,
Norwegian, Swede, Russian, Dutch, Greek, Span-
ish, Mexicans, Chinese, Malay, Hindoos, &
have seen them, yes, and the nation of
New Holland, with his boom ring in heaven
has been seen in California. In the first
place let us look at California as a farming
State. 1st we will follow the great
Bay of San Francisco down to the Hayes
and take a look at the beautiful farm,
situated in that valley. There you will
see some splendid farms, teeming with great
crops of wheat, barley, oats, corn & potatoes, in
fact all kinds of vegetable grow there.

It is astonishing to see what man
has done, within a few years, in California;
the mighty works of nature, that have
stood for ages, now bend to the ingenuity
~~of man~~ mountains have been undermined,
fair valleys turned up, mighty rocks
crushed, and rivers turned from their
natural course, races and floods, ^{many miles in length} run
nearly over the whole Sierra Nevada mountain.
The Indian with bow and arrow in
hand stands aghast as he views the
white man tearing his mountain home
~~away~~ over without any mercy; the grizzly
bear, groans and growls, for he is obliged to
remove his quarters farther into the mountain,
the deer sporting grounds, are turned over
into ranches &c. In fact the whole sur-
face of California is altered from its original
face; even the fish of ~~the rivers~~ are obliged
to move in muddy waters, not relying
the means that first changed their pure
waters, ~~streams~~. The water of the
Sacramento have many objects to contend
with, old wood lay on its banks, ~~and~~
floating prison are anchored in the middle
of the stream, large steamers stem the
current, and plough through its waters.
California as a mining country stands
first in all respects; its lofty mountains
always covered with snow, which sends
down into the valleys, its pure waters
to gladden the heart of the miner and
farmer; and the streams rise so high
in the mountain that the water can be
carried in floods all over the country.
Nearly the whole soil of California is volcanic
and shows the work of great fires. I
have stood on the top of Pilot Peak;
the 8th mountain in altitude, that there
is in California, and thought what an
awful time it must have been when the
works of nature bowed to the fiery element.

Why have I not spoken of the land of gold? California, before describing the Meettun isles? Some of you may say. The reason is; I thought I should not be able to do justice to that land of gold. Let us look at the great change that has been effected; since the discovery of that idol, gold. It is truly astonishing to see what simple means are used to bring about mighty results. Capt. Sutter, one of the first pioneers of California, and who has resided there, over 20 years, on the banks of the beautiful Sacramento river; little did he expect to be the means of causing that wild country, to become one of the leading states of this union. Ah no, It is true that Sutter was, one still in an ambitious man; and he took pleasure in settling himself down in the "wilder of California"; with a few Spaniards and Mexican for his neighbors; yes, there was a vain glory even there, and a romantic idea, associating itself, with the scene of that country, and the mind of Capt. Sutter. Sutter went to work built him a house and out buildings; surrounded them with a strong fort, then commenced exploring the country; yes. Man's mind is ever on a move, nothing will confine it to a certain sphere; he goes in to mysteries of a nature that is astonishing. There is ~~an~~ scarcely an obstacle, but what he mounts with a rapidity, that almost paralyzes the brain of many. Capt Sutter and his son-in-law Lewis took pleasure in roving over the wilds of California. It seems that nothing daunted the hearts of the men; the grizzly bear, the most ferocious animal of that or any other country

Williston, Williston, May
 Four Son, Cedar Bay, 2

2100
 1028
 1072

Williston, Williston, 21
 Williston, Williston

1172
 65
 5366
 432
 69686

15221
 29130065
 120
 100

Williston

650
 32
 16
 698

scarcely
 he mounts with
 that almost paralyses
 many. kept better
 son-in-law. Lewis took
 pleasure in roving over the
 wilds of California. It seems that nothing
 daunted the hearts of the men;
 the grizzly bear, the most ferocious animal
 of that or any other country

leading from the bow and stern of the canoe, one on the end of the spar is a spar the same length of the boat; this and rigger is a great help, for there is no danger of capsizing the boat, and a cleek is laid on these spars which is very convenient. These boats, have but one mast ~~there~~ and it is astonishing to see a large fleet under sail, going to some of the islands to fight. The sails that are used on these boats are made out of melo manufacture from the coco nut and cabbage tree. The sails are three corners, and very large indeed. I once had the pleasure of witnessing a fleet of a hundred canoes, each canoe, containing from 20 to 30 individuals; they were bound to one of the Looe islands to fight; the cause of this quarrel, I learned originated, by stealing away from her home one of the chiefs daughters. The natives were decked out in all shape; their faces are painted in such a manner that they looked frightful indeed; our vessel ~~was~~ run in among the fleet, and as we had two men from that group who understood ~~the~~ a little of our language, we learned all the particulars of the expedition. I must confess it was a frightful looking army; and they kept up a constant yell and hollering, making motions to us, what they intended to do when they arrived at their destination. Their implements of war, consist of swords and spears made out of coco nut wood, and ~~the~~ sharks teeth being fasten to the wood by means of small cord, each shark tooth having a hole bored in it.

home has given me a good opportunity
of seeing a great deal and mixing with
a great many different classes; I have sailed
with natives of New Zealand Sandwich
Islands, Marquesas Islands, Navigator & French
Islands, and they may be termed as 2 1/2 ds civ-
ilized, and on the other hand, which are
former savages I have been with more
or less-Feejee group natives New He-
ltonia, Tanna King Mills group and more
than I could I might name. I have con-
versed with these natives about views they
had of a God, one and all said that
their nation all of them believed in an
overruling being. I intend to speak mostly
of those islands and people that we hardly
are scarcely ever mentioned here amongst us
and many islands I have visited, where a
missionary has never been seen I will now
give a description of that group of islands
called King Mills group, which lay on
the ~~in the~~ ^{on the} Equator in the Pacific ocean; their
longitude is about 175° E from Greenwich.
The natives of this group remain in their orig-
inal state, having learned but few ^{new} ideas from
the civilized nations, and it is astonishing to
see what they can do, and the manner they
do it. Let us look at their war canoes for
instance, and see what beautiful boats can
be made, even with no other tools, to work
with, but a sort of stone, about the nature
of hard flint-stone; and it seems that natives
have almost forgotten their canoes, for the growth
of timber is small and inferior; but those
natives with no other tools but what I
have spoken of will manufacture most
beautiful boats. Their keels are cut down
and hewed out with their slabs and then
fastened together by small end manufac-
tured from the bark of the Kauri tree, which
is very tough indeed. The spars of the canoes
are fine, and ^{they} use sail ~~fast~~. All the war
canoes have outriggers, that a long pole

We are not aware of the vast difference that this world comprises of the ways and manners of mankind, until we have seen them in their different forms. The dispositions of man in every clime and country are similar, it is true; and whatever principles that have been distilled in our minds while young, we are apt to retain in a measure, and the seed that was then sown, will never be thoroughly rooted out from our after lives. I have been thrown among almost all nations of the earth within the past 10 years of my life, and some of the scenes I have witnessed have been interesting, some melancholy, and in many instances, some of the most noble traits of the human character have been displayed, and among a people that are termed "heathens," among ~~us~~ and many of us think they are strictly so in every sense of the word; but my friends, there is something noble traits among all nations and classes of the earth, from the most refined, down to the most obscure. Nature the best teacher of life, the most generous mother for all has ~~implanted~~ in the breast of every individual something that man has never been able to accomplish. And in all my travels I have never been thrown among a people so low, so obscure, but what possessed many noble and generous traits of character, and had a clear instinct of right and wrong, and a supreme being who governs the universe. It is true I have seen many worshipping their images and agonizing over them with terrific fear of countenances, and which caused a shudder to visit my frame, but after all there is a still voice whispering to them of One that is over all, even their worshipping ^{idol} images. The peculiar life I have seen since I left

The boats are nearly on the